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**School Department of THE LITERARY DIGEST**

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National Park Seminary..... Washington, D. C.  
Brenau College Conservatory..... Gainesville, Ga.  
Illinois Woman's College..... Jacksonville, Ill.  
The Roberts-Besch School..... Catonsville, Md.  
Maryland College for Women..... Lutherville, Md.  
Institute of Musical Art..... Columbia, Tenn.  
Ward-Belmont..... Nashville, Tenn.  
Hollins College..... Hollins, Va.

## Military Schools

Marion Institute..... Marion, Ala.  
Wentworth Military Academy..... Lexington, Mo.  
Columbia Military Academy..... Columbia, Tenn.  
Branham & Hughes Mil. Acad. Spring Hill, Tenn.

## Vocational and Professional

American Coll. of Physical Ed..... Chicago, Ill.  
Elizabeth General Hospital..... Elizabeth, N. J.  
Granberry Piano School..... New York City  
Institute of Musical Art..... New York City  
Skidmore School of Arts..... Saratoga Springs, N.Y.

## For Backward Children

Stewart Home Training Sch. Frankfort, Ky.  
The Hedley School..... Glenside, Pa.  
School for Exceptional Children..... Roslyn, Pa.

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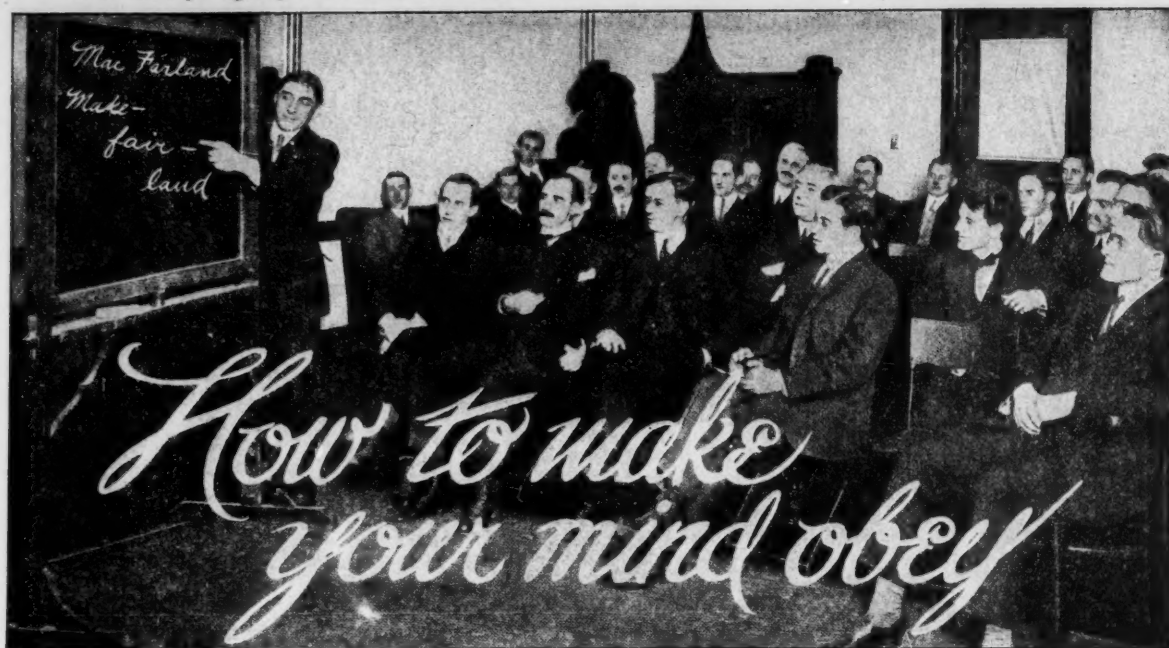
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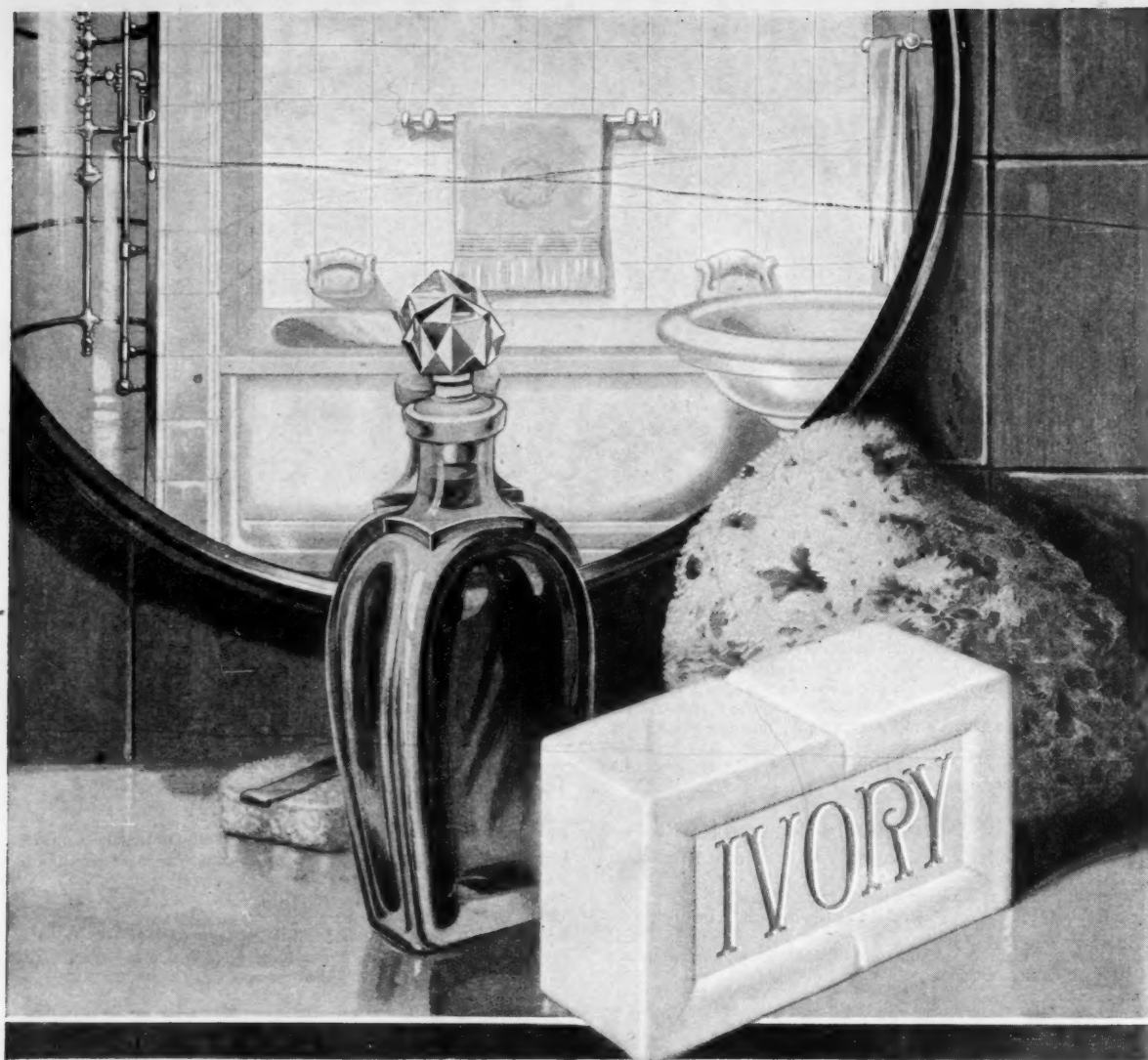


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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

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Whole Number 1600

## TOPICS - OF - THE - DAY

(Title registered in U S Patent Office for use in this publication and on moving picture films)

### THE THREATENED INUNDATION FROM EUROPE

SOMETHING MORE LIKE PANIC than enthusiasm is manifested by our growing army of idle workers, which already numbers 2,000,000, according to the American Federation of Labor, over the promise of vast reinforcements from the war-broken countries of Europe. Through its leaders it entreats Congress to put a two-year ban on all immigration, and insists that "no other question is of such vital importance to the workers" as is that of protection from "the menace of excess immigration." At least four measures are pending in Congress to deal with this problem, and they take on an emergency character in view of the fact that the Passport Law, at present our most effective check on incoming aliens, expires on March 4. Nor is labor, we gather from the news and editorial columns of the daily press, the only element of the community that sees cause for alarm in recent official announcements that "at this minute all records (of immigration) are being broken" and that behind the men and women now crowding through our gates at the rate of 125,000 a month are countless others—estimates range from 15,000,000 to 25,000,000—either clamoring for immediate passage or planning to leave their native lands at the earliest opportunity. Mr. Frank A. Vanderlip, an American banker whose interests are international, warns us that unless this new wave of immigration from desolated Europe is stopt or controlled, it will hurt both industry and labor, reduce wages, and lower our standard of living. In addition to citing our already existing unemployment problem as a reason for checking the inrush of foreigners, many editorial observers warn us that a considerable number of the newcomers are revolutionary radicals who add to the ominous forces of social unrest; that the United States has reached a "point of saturation" where it can not properly assimilate the foreign elements already here; and that failure to recognize this fact may result in the loss of the "American type."

Others, however, deny or minimize all these alleged dangers, arguing that virtually every immigrant produces more than he consumes, and is, therefore, an asset rather than a liability; that instead of a labor surplus in this country we have an actual shortage of "cheap" or unskilled labor, the result of the stopping of all immigration during the war; that the farms, particularly, need such labor if they are to do their part in building up national prosperity; and that, as the New York *Herald* summarizes this point of view, "when we contemplate barring out immigration altogether, we contemplate economic suicide."

Before examining further into the conflicting views of the immigration problem and the proposed solutions, it will be worth while to glance at some of the facts that force this problem upon the attention of the public and of Congress at this time. "Emigration from Europe to the United States in the next few years will be limited only by the availability of shipping facilities or restrictive legislation," declares Dr. Rupert Blue, who is in charge of the medical examination of emigrants by American

doctors in all the principal European ports; and he says that the doctors' reports "show reservations which extend over a period of several years." This migration, he explains, is due mainly to misery in the home districts of the emigrants. United States Commissioner-General of Immigration, Anthony Caminetti, who is studying the problem at its source in Europe, is quoted by a London correspondent as saying that approximately 25,000,000 Europeans desire to emigrate. The transatlantic steamship companies tell Mr. Frederick A. Wallis, Commissioner of Immigration at Ellis Island, that 15,000,000 Europeans are vociferously demanding immediate passage. Immigration officials, says the New York *Tribune*, state that seven out of ten of the immigrants now entering this country are dependents—mostly women, children, and old men. Nine out of ten, according to Representative Albert Johnson, Chairman of the House Committee on Immigration, settle in our already congested cities, making bad conditions worse. The National Industrial Council was recently informed by Commissioner Wallis of the existence of a far-reaching conspiracy, entered into by corrupt officials of European governments, the directorates of certain transatlantic steamship lines primarily interested in the transport of immigrants, and the police authorities of at least two European nations, to unload criminals and dangerous radicals in the port of New York. Many of these undesirables come in the guise of stowaways; others as ostensible members of the ship's crew, who desert as soon as they reach port. By these and similar devices, says Mr. Wallis, thousands of men who could not otherwise get past our immigration authorities are smuggled into the country. Moreover, says the Commissioner, he is informed that eight million emigrants are ready to come from Germany as soon as peace is declared; and he adds: "What will happen when the bars of Russia are let down can only be guessed." Discussing in the Washington *Star* this rising flood of immigration, which he considers "the most pressing, the most important, and the most vital question before the country to-day," Commissioner Wallis writes:

"We undoubtedly need a great many of these people; but where? Our farms, for instance, can take care of great numbers, for the farmers are crying for help all the time. Our coal-mines need men; so do our cotton-fields and a great many other places where solid, sober, and substantial people of good intent will be welcome. But, then, our whole country is in the process of readjustment—thousands of people getting out of the war-emergency work and going into other channels. It undoubtedly would be a good thing if we could establish some sort of preferential selective scheme for the admission of these immigrants—for instance, the admission of thousands who would go to the farms—and exclude the barterers and the lazy, for these are the classes that mostly make for radicalism. We need the man of good intentions, but we can not establish any sort of preferential admission without first amending the Constitution of the United States.

"Numerous suggestions have been made for the handling of the coming millions and there are many bills before Congress

on the subject. But it is a tremendous question. Some very sane and sober persons are in favor of shutting down entirely on immigration for a stated period—until the country can readjust itself to the new conditions which have followed in the wake of the war. But it is a very debatable question whether this is desirable.

"Others would limit it to immediate blood relationship; others put it on a percentage basis. In my opinion we are undoubtedly receiving to-day many of the very best type of immigrants that ever have come to this country. They are of all the nations on the face of the earth. The greater part of them say they are coming to get away from the conditions of unrest and dissension in their native lands. This very fact should be sufficient guaranty that these people are mostly desirable. There are Roumanians, Greeks, Italians, Jews, French, British, Persians, Indi-

which used to average \$25 to \$27, are now up to about \$110. When the immigrant changes his money into United States dollars it costs him \$100 to come from Copenhagen, \$88 from Genoa, \$125 from Hamburg, \$100 from Helsingfors, \$124 from Patras, and \$110 from Trieste, but this includes consular fees of \$10 and head tax of \$8. An alien must be fairly well to do to be able to afford the cost of emigrating to this country."

Europe is losing by immigration as many people in a year as she lost on the battle-field in a year of war, notes James Morgan in the *Boston Globe*. "First America drained away the gold of Europe and now we are draining her blood," remarks Mr. Morgan; and he continues:

"The whole meaning of our swollen immigration at present, express in simple terms, is that Europe finds herself unable to buy enough raw materials and food from us and that her people in great numbers are coming here to get those first essentials of existence. Mohammed is emigrating to the mountain since he can not import it.

"Nor are we getting the hungriest and idlest of Europe. Our immigration is coming from the countries that were victorious in the war or from the neutral lands that were made comparatively prosperous by the war. . . .

"Instead of trying to stop their people from leaving, the European governments are frankly recognizing the necessity of losing them. Emigration is a safety valve for the stupid politicians who are in control. Without it Europe would blow up. . . .

"Instead of our receiving Europe's products in payment of what she owes us, she is sending us her producers and is defaulting on the interest."

While American labor, through the American Federation, asks for the suspension of immigration, American business, apparently, desires only its regulation. "As between the labor and business groups, the one in favor of exclusion and the other opposed to it, Republican leaders are far more likely to listen to the advice of business interests in considering a new immigration policy," thinks the *New York Globe*, which goes on to say:

"There is a feeling that the immigration problem will largely adjust itself in the next six months, on the theory that the flow of immigrants to this country will materially lessen when arrivals find idleness their lot instead of the prosperity they expected. The tide of immigration usually is responsive to business conditions, and a diminution is expected during the winter months when word gets abroad there is no work for newcomers in the United States."

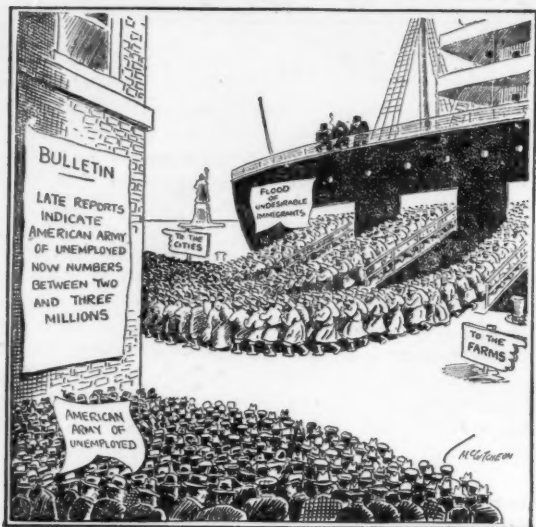
"Scares over immigration have been periodical with Congress for more than twenty years, and they have almost invariably resulted in restrictive legislation which would not be enforced or in restrictive legislation which could be and has not been enforced," remarks the *New York World*, which suggests that "it might be well, perhaps, before proceeding to greater extremes in the matter, either to enforce the immigration laws we already have or to revise them so that they can be enforced." This point is emphasized also by the *New York Herald*, which says:

"Under our present laws, criminals, paupers, the mentally deficient, anarchists, persons suffering from contagious and loathsome diseases, individuals liable to become public charges, and illiterates are excluded from admission. Alien stowaways are also ineligible for admission.

"If any persons falling within the prescribed classes are getting ashore here they are doing it in violation of our laws, and the enforcement of the existing statutes would protect us from them. If the laws are not being enforced the fault is with the immigration service."

The *Boston News Bureau*, contemplating the efforts of Congress to turn back the alien tide, is reminded of the experience of King Canute. "America, with its exhaustless resources waiting for development, has more to fear from a deficit than from an excess of industrious immigrants," declares the *Norfolk Virginian-Pilot*; and the *Rochester Times-Union* reminds us that—

"Native-born Americans are not especially anxious to undertake the rough, unskilled work which falls to the lot of the



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MAKING A BAD SITUATION WORSE.

—McCutcheon in the Chicago Tribune.

ans, Czecho-Slovaks, Poles, Arabians, Turks, Serbians, Norwegians, Finns, Danes, and West-Indians. . . .

"Look into the faces of the great majority of these people and you can plainly see that they are arriving at one of the happiest moments of their lives—their entrance into the United States. Question any one of them and they will all say they are coming here to get away from their own countries because of the disturbances, because they can not find work, and can not support their families. All of them evince a willingness and happiness to go to work at the tasks for which they are set down on the ships' manifests—as mechanics, farmers, tailors, miners, potters, shoemakers, laborers, lumberjacks, bricklayers, and so on to the end of the list.

"But will they do so? That is the pivotal question and the one on which the whole treatment and solution of the menace depend."

Several editors, noting that the price of a steerage ticket to America is now as high as the prewar price of a first-class ticket, suggest that it must be only the well-to-do among Europe's peasantry and lower middle class who can meet this expense. And in the *Grand Rapids News* we read:

"Observers tell us the new immigrants are far better dressed than they were in 1914, and Ellis Island officials declare they are bringing in much better household goods.

"Of the incoming people the Jews bring the most money, an average of \$300 each. The Dutch and Flemish come next with an average of \$237; then the Swiss, mostly German-speaking, with \$235, then the English with \$214, the Polish with \$190, and the Scotch, Irish, Scandinavians, French, and Finnish, with an average of \$119. The north Italians bring in \$95 apiece, the south Italians \$62, the Portuguese \$41, while the Mexicans cross the border with only an average of \$29 in their purses.

"It costs the immigrants much more to cross the ocean than it did in prewar days. Steerage fares from European ports,





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SEEING AS HOW MOHAMMED WON'T GO TO THE MOUNTAIN, WHY, THE MOUNTAIN WILL MOVE OVER TO MOHAMMED

Darling in the New York Tribune.

newcomers. Yet this work has to be done. Both figuratively and literally it lays the foundation and digs the subcellar of the industrial structure. Widen the base and there will be more space and jobs higher up."

There is "no cause for alarm" in the immigration situation, declares the Pittsburgh *Chronicle-Telegraph*. And the Baltimore *Sun* affirms that "there is now a shortage of about 4,000,000 workers in the so-called 'cheap labor market,' due to the fact that from 1914 to the current year the normal flow of European immigration to the United States was practically non-existent." The price of no immigration would be famine food-prices, predicts the New York *Herald*, in which we read:

"Congress can not suspend immigration either through a temporary or a permanent exclusion measure without cutting the ground from under American agriculture. Congress can not embarrass, hinder, and cripple the American farmer without delivering a body blow against the American public.

"The American farmer can not produce profitable crops to sell at a reasonable price unless he can get labor that will work hard at reasonable wages. He will not try. American labor will not work on the farm at any price. Even alien labor which has been long enough in this country to be lured away from farm and day labor to industrial jobs at short hours and easy money will not work on the farm at anything but top wages.

"The American farmer's only chance to get the labor which is an imperative requirement of abundant crops at a reasonable cost is through the nation's immigration gateways."

To bar immigration would mean the continuation of high prices generally, argues the New York *News Record*. And in the St. Louis *Globe-Democrat* we read:

"Two arguments for unlimited immigration have always prevailed. One is that this country should maintain an open door to the oppressed of all nations, a refuge for seekers after liberty. But the days of autocracy and political oppression have passed in Europe, except in Russia, where the liberty-seekers are now the oppressors. The other is the economic industrial value of every able-bodied man who adds his production to the nation's wealth. Especially the cheaper forms of immigrant labor have at times been of great industrial value, and would now be of more value and less menace if we had viewed their coming with as much spiritual discernment as we did economic."

The heart of the problem, says the New York *Globe*, "is really not whether this country is threatened by a monstrous flood of immigration, but whether we are prepared to receive an immigration which, in prewar times, we would have regarded as normal." And this paper goes on to say:

"Behind the demand for restriction is not the desire to keep out 25,000,000 aliens, nor even 15,000,000 aliens, but the desire to keep out any considerable immigration whatever. The abnormal situation is not so much on the other side of the Atlantic as in this country. We are in a period of economic depression, of growing unemployment, and possibly headed for worse times. Under the circumstances, the desire to relieve addi-

tional pressure on our overcrowded labor market and our overcrowded cities is an honestly debatable one; but it should be discussed on its merits and not in a state of panic induced by the visions of alien deluges."

"The manner in which the immigration problem is handled for the next few years is bound to have a large effect on the future complexion of American life and thought," says the Detroit *Free Press*; and the Peoria *Transcript* reminds us that already "Chicago is 67 per cent. foreign and New York is a miniature of Europe." "All the tax-dodgers of Europe are headed for the United States," declares the Peoria paper, which goes on to say:

"The present alien influx is not desirable. It is not self-supporting; it is coming for the specific purpose of undercutting American wages, and its presence will mean the lowering of American standards of living. At the present time we are not politically, economically, or industrially prepared for assimilation. Our schools are crowded, our housing is cramped, and our great cities, to which the foreigner naturally drifts, are over-run with criminals."

American workingmen and workingwomen must be protected from "an invasion that would be worse than a plague," avers the Providence *News*, which adds:

"Every man who owns a bit of property or has a going business is vitally interested in seeing that this enormous invasion shall be controlled. Once destroy the earning power and the efficiency of our industrial system here and we shall find the bread lines only an incident. Business will wither. Values will be wiped out overnight in the resulting depression that will come. Every line of business will suffer, from the railroads to the smallest dry-goods store.

"Before the war immigration was becoming too much for us and Congress was hard at some solution of the problem. It was a grave question then. It is a thousand times more so now and hits at the very vitals of our national progress."

"Until the foreign blood we have absorbed so that it is made American, a further transfusion is anything but desirable," insists the Washington *Herald*, which emphasizes the necessity of "preserving the American type." And in the Chicago *Tribune* we read:

"The powerful influences which make it possible for the United States to take in many, if not all, races and nationalities and still keep it from becoming a ployglot nation, can be over-taxed.

"We believe the United States is nearing its point of saturation. We believe this country can take care of a trickle of immigration, but not a flood.

"America must protect its strain, its blood, its breeding, and its political culture. It must breed true. The base was laid centuries ago by English, Scotch, Irish, Swedish, French, and Dutch pioneers. Upon that base the American nation has built its structure, which is not to be changed by new inhabitants, but which is to change them to inhabit it."

## PRESIDENT WILSON'S "CONFESSION OF FAITH"

**T**WO FAREWELL ADDRESSES marked the meeting of Congress at Washington last week; both pointed out paths of Congressional duty, but otherwise they furnished a most dramatic contrast. On the first day of the session a Senator elected President of the United States bids farewell to his fellow Senators with promises of friendly cooperation between the White House and the Capitol. The next day the President whose policies have just been disapproved at the polls makes his last official recommendations to a hostile Congress and tells them that his fighting days are not yet over. To writers friendly and hostile alike, President Wilson's message is more significant as a "swan-song" or "farewell address" than as a program of legislation. Indeed, the President himself declared the message to be not so much a "series of recommendations" as an attempt "to utter a confession of faith." A Socialist press correspondent, presumably without prejudice as between Republicans and Democrats, summed up comment among Congressmen as being in effect that the message "would be coolly disregarded in most of its particulars, save those so general that all men might concur in their declarations." It seems significant to this writer that the President should ignore so many vital issues. Nowhere in the message, we are reminded, is there mention of "the cost of living," of "the drive to break the unions of the country," of "the aspirations of Ireland," of "the problem of trade with Soviet Russia," or of Mexico. What President Wilson did was, first, to reaffirm his faith in the principles of democracy for the world and for the nation; then to recommend a budget system, the revision of tax laws, economy, Federal licensing of corporations, regulation of cold storage, encouragement of agriculture, and the dye industry, better care for disabled soldiers and sailors, a loan to Armenia, and independence for the Philippines. To Democrats the President's quotation of Lincoln's words, "let us have faith that right makes might," was most appropriate, especially since on that very day it was announced that the Nobel peace prize had been awarded to the President. Time, say important party papers like the *New York Times*, *Pittsburgh Post*, and *Raleigh News and Observer*, will justify President Wilson's policies, tho these were repudiated by the popular decision of the election. "Convinced of the righteousness of his position, he calmly awaits the judgment of a wiser and better day," is the way the North Carolina daily phrases it. Most of the President's recommendations, Secretary Daniels's paper continues, were a repetition of those made previously, "and which had been ignored by a Congress bent on making political capital, not on serving the people."

Some editors who supported the Republican ticket believe with the *Baltimore American* that this last Wilson message is "in excellent taste and filled with simple practical common sense." Others find pathos in this "subdued swan-song." Perhaps more general, however, is the Republican criticism

voiced by the *Providence Journal* that this message shows Mr. Wilson "as sure of himself, as self-centered, as contemptuous of those who do not agree with him as he has ever been in the past." *The Wall Street Journal* is even more critical, finding the address full of "bathos," platitude, and inconsistencies between preaching and practise. "Mr. Wilson could have sent a great farewell message if he had not been Mr. Wilson," scathingly concludes this financial daily.

The *New York Tribune* (Rep.) is one of several papers to take issue with the President on the question of independence for the Filipinos. It argues that the present is a most "inopportune time to turn the Philippines loose to drift about in a chaotic world":

"The islands, safe and exceptionally prosperous under the shelter of the flag, and enjoying the satisfaction of autonomy, are about the only stabilized area in the Far East. To deprive them of protection would be to subject them to grave risks of aggression. Moreover, it would probably relight the fires of race-hatred among their many races, and each, under the shibboleth of self-determination, would be led to fight for the boundaries it claimed. The progress achieved by twenty-two years of patient effort might be lost in a few months."

On the other hand, the *New York Evening Post* (Ind.), without making any effort to reply to such reasoning as *The Tribune's*, believes that the President was fully justified in making the recommendation of Philippine independence. Here, it says,

"The President was addressing himself not to the present Congress, but to the incoming Congress and the incoming President. He was confronting the next Administration with a task which Mr. Wilson regards also as an obligation, recognized by the American people in our original pledge of ultimate independence for the Filipinos and reiterated in the preamble to the Jones Act of 1916, which granted full legislative autonomy to the islands. The record of the last four years has been such as to strengthen the belief that the Filipino people's capacities for complete freedom, subject to certain guaranties by the United States, have been proved."

The Chairman of the House Committee on the Philippines, we read in the *New York World's* Washington correspondence, declares that "until world conditions are more stable it is not likely that any action will be taken by Congress regarding the President's Philippine recommendation." Similarly, leading Republicans in both houses are quoted as saying that no loan to Armenia is likely to be made.

The President's message was brief and was sent to the Capitol by messenger, the writer's health compelling the abandonment of his custom of appearing in person. He began by referring to the message as the performance of a duty and by saying that his thought was dominated by Lincoln's sentence: "Let us have faith that right makes might, and in that faith let us dare to do our duty as we understand it." The President believes that this sentence "marks for us in the plainest manner the part we should play alike in the arrangement of our domestic affairs and in the exercise of influence upon the affairs of the world." Now, we are told, is "the time of all others when democracy should prove its purity and its spiritual power to prevail," and "it is

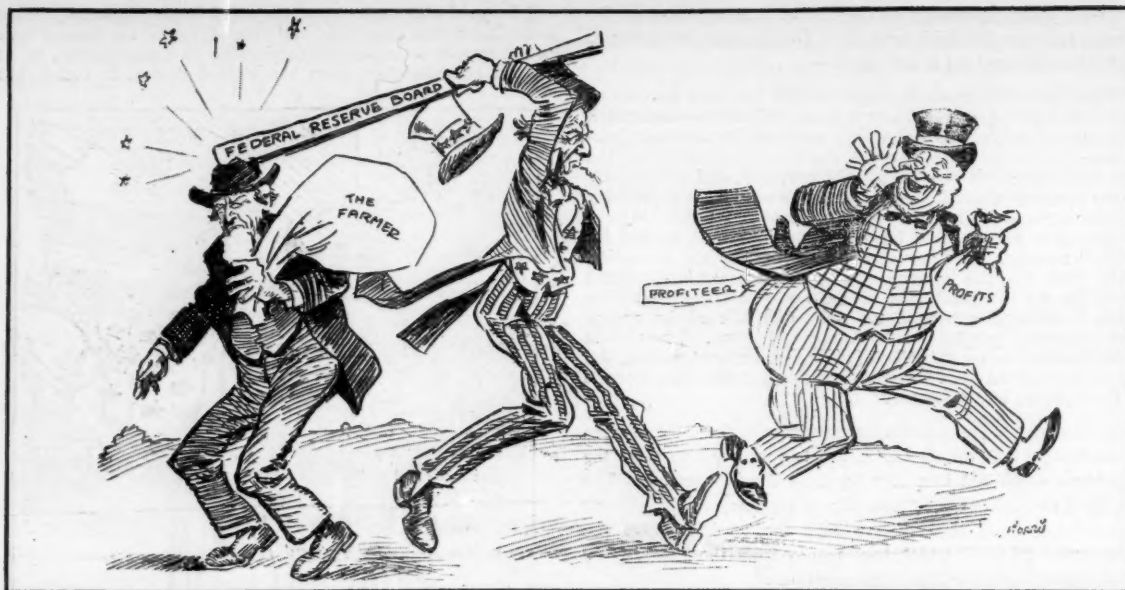


"GENTLEMEN, BE SEATED."

—Satterfield for the Newspaper Enterprise Association.







HIT AND MISS.

—Morris in *The Nonpartisan Leader* (Minneapolis).

### FIRST AID TO FARMERS

THE FARM INDUSTRY IS "GOING TO POT," asserts Senator Arthur Capper, of Kansas, both in *Capper's Weekly* and upon occasion in Washington. "To-day," adds the Senator, "cotton and wheat are selling far below the cost of production, bringing hardship and suffering to thousands of producers. Jobbers are afraid to buy flour and mills are afraid to grind it. Yet the people must and will go on eating bread." "But," replies the *Springfield Union*, "the plight of the cotton- and wheat-producers differs little from that of a great many other producers or merchants who are stocked with commodities produced or bought at prices higher than those at present." However, the farmers' cry of distress has been heard in Congress, and several moves to aid the cotton- and wheat-grower have been made by Senators and Congressmen of cotton and wheat States. "During the past three months," reports Mark Sullivan in the *New York Evening Post*, "and especially during the month preceding election, there was a large amount of pressure upon the Secretary of the Treasury and the Governor of the Federal Reserve Board, and that pressure still comes from delegations of farmers and their organizations." "It might even be termed intimidation," adds Mr. Sullivan, who sees in the refusal of the Secretary of the Treasury and the Federal Reserve Board to be intimidated, even tho they realized that it would lose innumerable votes to their party, "so wholesome a thing that it is good to record it at a moment when confidence in Government is being impaired by revelations of scandal in another Department."

The farmer seems to be well represented by a dozen or more farm bureaus at Washington, and, according to *The Annalist* (New York), he is justified in making some of his demands:

"Farmers have but one 'turnover' a year, whereas wholesalers and retailers of goods have several. It is only fair that the farmer should have a longer credit than those who need it less.

"Farmers can sell their grain and have it graded and warehoused and dealt with on a great scale. Farmers can, if they like, sell their crops when they plant them if the price is satisfactory, and make delivery after harvest.

"The case is different with the planters. The system of grading and warehousing cotton is primitive compared with that of grain. The system of picking is by hand for lack of a cotton-'harvester.' Production is on smaller units, and by more ignorant producers, many of the 'forty-acres-and-a-mule' type."

The plaint of the farmer is that he is unable to borrow money

to tide him over until he can dispose of his crop to advantage. Neither the Federal Reserve Board nor the local banker, he says in effect, will aid him. His cause is ably set forth by the American Farm Bureau Federation:

"We must open up our usual and natural outlets for cotton, wool, grain, and meats if we are to relieve the present disastrous economic situation, which has already cut the farmer's income far below the cost of production.

"There is no real surplus crop-production in this country to-day. With the exception of corn, potatoes, and apples, the total production of most of the important farm crops is under the five-year average.

"Domestic and European demands have, of course, taken a decided slump recently, but one of our big troubles is that some of our normal outlets are closed. Of the 9,000,000 bales of cotton normally exported before the war, 3,000,000 bales went to Germany. Now that the after-the-war boom has subsided, the absence of this prewar market is making itself keenly felt.

"Abundant evidence is accumulating to prove that the opening of foreign markets is the real key to the solution of our present economic ills, and objection to an extension of credit to foreign countries to permit them to buy such of our products as they badly need is becoming less each day. Aren't we losing several billions in non-production and loss of wages while we are waiting? Will not the reopening of foreign markets stop the downward rush, restore confidence, start needed purchasing in this country, and reopen our mills and mines and farms on a reasonable but readjusted basis? No mere banking arrangement to facilitate the transmission of goods will suffice. What must be provided is real money or credit. Not only would the Government be able to make the loan quicker than a banking syndicate, but it would be better able to protect its interests abroad than a private enterprise. Moreover, the Government might be justified in taking the risk involved in the transaction which a private concern would hesitate to accept."

The Bureau, furthermore, has been urging the passage of the Smith Bill, which would authorize the Government to extend a billion dollars' credit to Germany, taking as security the half-billion of German funds still remaining in the hands of the Alien Property Custodian, and also taking a first lien on Germany—ahead of reparation claims provided for in the Peace Treaty. Another means of providing financial relief for the farmers is seen by their champions in the War Finance Corporation—if that body could be revived. Under still another plan, put forward by Senator Hitchcock, of Nebraska, the Secretary of the Treasury could loan to the Farm Loan Banks for the use of farmers and stock-raisers the sixty million dollars earned this year by the Federal Reserve Bank. Bernard Baruch, former chairman of the

War-Industries Board, however, believes, after a study of the situation, that a string of storage warehouses for farmers, under State or Federal supervision, would enable the farmer to store his output until the market is favorable.

The Secretary of the Treasury and the Governor of the Federal Reserve Board have registered their absolute disapproval of the first two plans, mainly because "the Government is not in the banking business, and should not be," according to Secretary Houston. At the same time, the Secretary admits that he "has no solution" of the farmers' problem, altho he had devoted much time to it in the past few months. And in *The Wall Street Journal* we are told that—

"In other words, the United States Government has neither money nor credit to extend to farmers combining to influence unfairly a world market which is and ought to be beyond this country's control. In plain terms, what the North Dakota banks have attempted and what the Federal Reserve Board is asked to attempt is to finance tottering bull pools formed by ill-advised farmers to create artificial prices for cotton and wheat."

Most of the criticism directed by the press at any attempt to aid the farmer in the present crisis asserts that such aid would be "for the sole interest of one producing class," to quote the *Philadelphia Public Ledger*. "Protection for all is the American motto," points out the *Troy Times*, which reminds us in passing that "the natural laws of supply and demand can not be superseded by those made at Washington." Secretary Houston's stand against "aiding farmers to keep up high prices for their products," in the words of the *Pittsburgh Sun*, is commended by that paper, which declares that "class legislation of any kind not only would be dangerous as a political precedent, but unjust economically." "And if the Government did have the money or credit to put out in bolstering inflated prices for any one industry, how could this be done in any fairness to other industries suffering quite as badly from an inevitable deflating process as agriculture?" asks the *New York World*, while the *New York Journal of Commerce* declares that—

"Business men have to assume risks, and every producer

condition of affairs balances the other, but in no case has the producer who has availed himself of the advantage of price increases a right to ask others in the community to make up his losses.

"During the war the wheat farmer was given a price which at the time was far ahead of corresponding costs, and the Govern-



ENJOYING OUR "SPLENDID ISOLATION."

—Spencer in the Omaha World-Herald.

ment guaranteed it to him. Cotton was not thus price-fixed, but it sold at a fabulously high figure as compared with prewar years, and the Southern planter reaped his reward. Neither showed much regard for the interests of the consumer and the latter expected and got none. Now the movement is tending in the opposite direction. What basis has the farmer for asking special favors not granted by him to others in the community? Why should the manufacturer reduce his prices because of a drop in farm-prices? Is not agriculture a business like other businesses and as such subject to the same kind of hazard?"

"Falling prices for agricultural products have been like a blow on the head of the Western farmer to introduce new ideas," thinks the *New York Times*. "Admitting for argument that nothing better could be done than to adopt one of the plans set forth, and assuming that if it had been adopted long ago, what would have been the result to the farmer and the country?" asks the *Times*. "The answer," replies this paper, "may be found where the farmers have had their way. The farmers rule North Dakota, and twenty banks have suspended in that State alone." "Yet Senator Hitchcock and those who think with him want the United States Government, the Federal Reserve Board, and other agencies to embark upon exactly such financing as has caused the suspension of the North Dakota banks," declares *The Wall Street Journal*. As the *New York Globe* explains the North Dakota situation:

"When the farmers planted the grain which is now stored in the elevators they were doing business on a higher market level than exists to-day. Seed, labor, rent, living, and all the accessories to the investment cost more than they would cost now. The fall in the price of wheat sweeps away their margin, robs them of profits, and, in many cases, ruins them completely. In a rather desperate attempt to save themselves they have decided to keep their product off the market until the price rises. This means that they fail to meet their notes and pay their bills, and since nearly every farmer is 'staked' for the year by the local bank and 'carried' by the local merchants, the resulting stringency is easily imagined. The farmers owe for a year's groceries and supplies and also for last spring's seed. The butcher, baker, and candlestick-maker, who were likewise carried through the year by the bank, are unable to meet their obligations, and finally the banks themselves go under. Until the farmer sells his crop and pays his debts—or as many of them as he can—nothing can go forward."



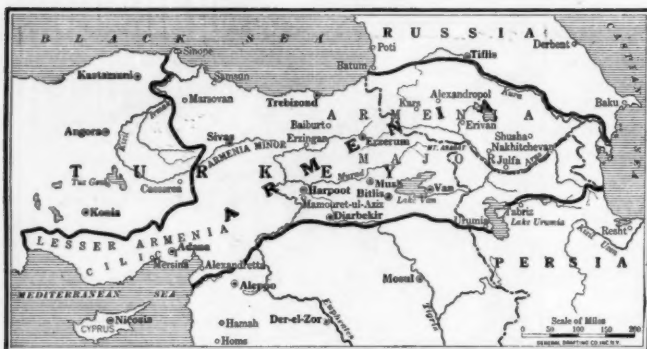
FAGGED OUT.

—Clubb in the Rochester Herald.

is always subject to the hazard of finding himself left with a stock of high-cost goods which he can not dispose of at 'cost of production.' In such instances he is obliged to write off losses, just as in times of prosperity, when his goods are rising faster than costs, he is able to show larger profits than normal. One

## OUR NEIGHBOR ARMENIA

**A** NATION, FALLEN AMONG THIEVES, looks for a neighbor's helping hand. For centuries a spoil of conquest, for a generation the chief victim of Turkish cruelty, her hopes for freedom as a result of the Great War not entirely dimmed by delays or crushed by the heel of a new invader, Armenia awaits the Good Samaritan, while the world passes by on the other side. To European observers, the United States seemed from the first obviously cast for the rôle of help-



By courtesy of "The New Armenia," New York.

### ARMENIA'S DREAM OF SELF-DETERMINATION.

Included within the heavy lines is the entire territory claimed by Armenia's representatives at the Peace Conference. The now prostrate Armenian Republic recognized by Turkey consists of the region surrounding the capital, Erivan. The boundary between Turkey and Armenia is to be fixed by President Wilson.

ing hero. Since every great Power in Europe emerged from the war burdened with "racial, domestic, colonial, territorial, or mandatory troubles," and the United States had "a minimum of cares and burdens," these expectations were justified, in the *Louisville Courier-Journal's* opinion. President Wilson, it will be remembered, was appointed to fix the boundaries between Turkey and Armenia. The Council of the League of Nations asked the United States to accept an Armenian mandate, which Congress declined to do. The League Assembly then asked the American President to act as mediator between the Armenians and the Turkish Nationalists, and he accepted the task. Later, he asked Congress to lend money to the struggling Armenian Republic. This is the extent of our Good Samaritanism toward Armenia. More we should do, say some of our editors; it is all we can safely do, say others. Still others fear that even this limited intervention may entangle us hopelessly in the task of unscrambling the Near East. All agree that the Armenian situation presents tremendous difficulties, and a brief explanation of these difficulties gathered from authoritative current sources may perhaps well precede quotations of editorial opinion on American mediation.

First of all, who are the Armenians and where is Armenia? It is not an easy question to answer. In the region south of the Caucasus and north of Mesopotamia and Syria, stretching eastward toward Anatolia—what might roughly be called Greater Armenia—scientific authorities tell us there are forty distinct races, Armenians, Turks, Kurds, and Tatars prevailing. Armenians are also to be found in Constantinople and most of the cities of the Near East. In all there are thought to be something less than 3,000,000 Armenians. Just before the war about half of them lived in Turkish Armenia and the most of the rest in adjacent districts belonging to Russia and Persia. There have been several periods of Armenian independence, but during historical times the Armenians have been ruled most of the time by the successive empires which have held sway over Asia Minor. They are Christians, including considerable bodies of Catholics and Protestants, as well as the main Gregorian Armenian

Church. A number of racial types are said to be represented among the Armenians. It has been hinted that the character of the people is one not inconsiderable obstacle in the way of fixing their place among modern nations. As that impartial authority, the *Encyclopedia Britannica*, describes them, "they are frugal, sober, industrious, and intelligent, and their sturdiness of character has enabled them to preserve their nationality and religion under the sorest trials." But they also have decided weaknesses, we are told, tho "the want of courage and self-reliance, the deficiency in truth and honesty sometimes noticed in connection with them, are doubtless due to long servitude under an unsympathetic government."

After the beginning of the Great War, it is noted in the report of the American Military Mission to Armenia, the Transcaucasian peoples formed three small republics: Georgia, Azerbaijan, and Armenia. "Georgia is Christian, and its Iberian population are in the majority; Azerbaijan is Tatar and Moslem; Armenia is made up of the former provinces of Russian Armenia, less the part that went to Azerbaijan in the split, and the majority of its people are the blood-brothers of the Armenians of Turkey in Asia."

In the war, according to the Armenian memorandum presented to the Paris Peace Conference, the Armenians joined whole-heartedly with the Entente; "fighting on the West as well as on the East Front; fighting at the side of the Russian troops, to whom they furnished a contingent of from 150,000 to 200,000 men; battling in the Caucasus, where some thousands of volunteers have done their duty; battling likewise in Palestine and in Syria." In revenge the

Turks ordered the 1915 massacres, in which probably a million Armenians were killed or died from the hardships of deportation. Then the Russians, after their revolution, abandoned the Armenians to the Turks, and, by the Treaty of Brest-Litovsk, restored to Turkey not only Turkish Armenia, but also several purely Armenian Caucasian provinces. The Armenians rejected this treaty and fought alone against the Turks. They had to meet attacks from Tatars and Kurds in the rear. The unequal struggle lasted seven months; battles were fought "in the course of which the Turks had to undergo the heaviest losses," and this campaign by keeping the Turks from Syria facilitated Allenby's victories. The Armenians believe they have earned their independence and the support of the Allies; and they have asked for a union with the Turkish Armenians and the creation of an Armenian state to include Russian Armenia and the six Turkish vilayets—Van, Bitlis, Diarbekir, Karpuz, Sivas, Erzerum—and Cilicia, to be governed by a mandatory during the transition period.

While the League Council and the Assembly were talking about Armenian mandates and relief, the Armenians found themselves the object of attack from two directions at once. On the west Mustafa Kemal Pasha gathered his Turkish Nationalist Army first at Sivas and later at Angora. He set up a government at Angora which claimed to be the only *de-facto* Turkish Government, since the ministry at Constantinople was powerless to act except under Entente dictation. Mustafa declared that he would maintain the integrity of the Turkish Empire. He repudiated the Sèvres Treaty and protested against the enlargement of Armenia. As Dr. James L. Barton, of the American Board of Foreign Missions, notes in a report based on letters from Asia Minor, Mustafa soon secured control of almost all of Asiatic Turkey not controlled by the Greeks, Italians, and French. He has presented formidable resistance to the advance of the Greek Army from Smyrna and the Sea of Marmora. His forces have gained courage as they have seen the French retire from occupied territory in Cilicia, and finally pushed through Turkish Armenia to the Erivan Republic. At the same time,





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THE VACANT CHAIR.

—Jones in the New York Evening Post.



COMRADES.

—Knott in the Dallas News.

## TWO LEAGUES INTERESTED IN ARMENIA.

Bolshevik forces came from the Caspian and took Erivan. Reports that they had set up a Soviet régime in the Armenian capital were denied by Armenian representatives in Allied countries. But, at any rate, Armenia has been conquered by these two forces. Armistice negotiations have been carried on between the Turks and Armenians, and the Turkish terms, according to dispatches, involve Armenian renunciation of practically all Turkish Armenia. Observers quoted in Associated Press dispatches tell of the frightful conditions now existing in Armenia. Not only has the country lost its independence, but "half of its population has been wiped out by war or starvation."

At Geneva the Assembly of the League of Nations decided to send out a circular appeal to the nations for a mediator between Armenia and Mustafa Kemal. President Wilson accepted, as did also Spain and Brazil. According to the Geneva dispatches, President Wilson or his representative will take the lead in whatever form of mediation is determined on.

For American mediation to succeed, writes Eugene J. Young, in the *New York World*, "it will be necessary not only to placate the warring races and religions in a great 'Hell's Kitchen,' but the mediators must reconcile British and Bolshevik ambitions, French and British ambitions, Italian and Greek and French and British ambitions, all the Balkan states' ambitions." He points out that while the Bolsheviks probably would not allow the Turks to penetrate into the old Russian territory, they are aiding Mustafa Kemal against British, Greeks, and French. "The chief purpose is to keep the Turks hammering at the British so that the latter will not be able to interfere with the Bolshevik plans in Persia and toward India." Mustafa Kemal, thinks Mr. Young, might give way in Armenia if the Powers would make concessions in western Asia Minor. The greatest difficulty for the mediators, we are told, is in the clashing ambitions of the Great Powers. As we read:

"The British stake is the largest. Soon after Turkey came into the war, despite the need of concentrating efforts in France, the British hastened to do three things: Seize the head of the Persian Gulf and the roads to Bagdad; concentrate troops in Egypt for a descent on Palestine, and try to take the land overlooking the Dardanelles. When the Sultan's Empire collapsed

they rushed troops into the Caucasus, besides taking control of Constantinople with the other Allies. At Paris they helped to set up in the Caucasus the new states of Georgia and Azerbaijan, which were taken under the protection of the Supreme Council.

"By this means they hoped to put a wall between the Russians—who were bound to recover—and the new spheres in Mesopotamia and Persia. It can safely be assumed that all their diplomatic strength will be directed toward the recreation of this wall. In order to protect it, the outlet of the Black Sea must be held. Permission to the Greeks to conquer western Asia Minor was part of the scheme of safeguarding the straits.

"On the other hand, France and Italy have given strong indications that they would rather have the Turks back in power in Constantinople than to have it held by the British. They feel that they can at least deal on equal terms with the Turks, while they have seen the British and Greeks steadily absorbing authority at the Turkish capital. For both Italy and France it is a vital matter not to let the trade of Russia be dominated by the British, or to have them in complete control of the Black Sea as well as the Mediterranean. Both in consequence have been pressing for the scrapping of the Treaty of Sèvres and negotiations with the Turkish Nationalists."

Republican papers like the *Baltimore American*, *Buffalo Express*, *Kansas City Journal*, and *Manchester Guardian* deem the obstacles in the way of an Armenian settlement practically insurmountable. The *New York Times* (Dem.) fears that the chief significance of the President's act lies in the manifestation of the old spirit of American good will and unselfishness. On the other hand, the Republican *New York Tribune* is hopeful, thinking that Kemal Pasha may find it to his interest to accept mediation. As we read:

"If a large Anatolian state is set up, reincorporating Smyrna, Cilicia, and possibly Adalia, and anti-Soviet in policy, Kemal may be willing to concede the creation of an Armenian buffer state between the new Turkey and Soviet Russia.

"Mediation with the Allied Powers, in fact, offers the Turkish Nationalists greater advantages than fighting them. A consolidated Turkish state in Asia Minor, with the support of Entente nations, could live on for years.

"Mr. Wilson's mediation need not involve the United States in any burdensome obligations. It will be rather, in all probability, an opening wedge for Allied negotiations, reviving the Sèvres Treaty in a manner beneficial both to Armenia and Turkey."



Photo from International.

## WEST VIRGINIA MINERS AND THEIR FAMILIES LIVING IN TENTS.

Owing to the strike in the West Virginia anthracite fields, many evicted miners' families are living in tents in spite of the cold weather. This photo, made at the tent colony at Lick Creek, near Williamson, shows some striking miners, both white and black, with their children.

## WEST VIRGINIA'S WAR

**T**HE BIGGEST AND BLOODIEST FEUD in the history of West Virginia, say special correspondents on the ground, continues in the vicinity of Williamson, in the bituminous coal-mining district. With the private feud on a gigantic scale is combined an industrial war—a strike and lockout. "The issue of the open *versus* the closed shop is being put to the acid test," says John J. Leary, Jr., in the *New York World*, and the scene of the battle between coal-operators and miners is said to be just across the river from the county in which the McCoy-Hatfield feud was waged a generation ago. The strike in the Williamson coal-field began in May with an attempt of the United Mine-Workers to unionize the men, we are told by the *New York Herald*, and the death-toll since that time is thirty-nine. Six hundred men have been wounded. Mine-workers, on one hand, and mine-guards, private detectives, and deputy sheriffs, on the other, have staged a civil war, during which time the estimated loss in production of coal has been 5,000,000 tons and the loss to the miners \$3,500,000 in wages, according to the figures of *The Herald*. Many coal-plants and at least one power-house have been dynamited, declares the *New York World*, while Mr. Leary continues in that paper:

"Murders and killings on both sides have been frequent; hundreds of families have been driven from their poor homes; civil war has become a fact. Back of the mountaineers are the 400,000 union coal-miners of the country. Back of them the sympathy, and, if necessary, the support of the other 3,600,000 members of the American Federation of Labor.

"Back of the operators are the open-shop interests. Quietly, but none the less effectively, they are protecting and sustaining the smaller operators who have small resources. They are assisting with advice and with experts in such matters. Likewise they are assisting in Charleston, the capital of the State.

"Meantime, the deadlock.

"At any time it may flare up again with heavy loss of life on one side or the other, or both."

The fight on the part of the miners to "establish the principle of collective bargaining and to compel recognition by the coal-operators of the union," in the words of executives of the United Mine-Workers, "will receive the moral and financial assistance of the international union representing half a million coal-miners"; the coal-operators, through their association, steadily

refuse to recognize the union. West Virginia has no National Guard, points out the Cincinnati *Enquirer*, and we are told in a *New York Times* dispatch that a lack of funds with which to pay deputy sheriffs accounts for the failure of county authorities to meet the critical situation.

Federal troops restored and maintained order during September and October, but were withdrawn early in November, only to be recalled by Governor Cornwell, late in the month, when Mingo County, embracing the area of disturbance, was placed under "temporary military control," which is not quite so severe as martial law. The provisional battalion of 400 regular soldiers, aided by county officers, have collected hundreds of guns and pistols from the opposing forces, say dispatches. "But," declares another *New York Times* dispatch, "the differences between the operators and the mine-workers appear to be as far from a peaceful settlement as ever."

President Lewis, of the Mine-Workers, declares in a telegram to the *New York World* that "if Governor Cornwell would enforce the laws of the State and disarm the bands of private gunmen employed by the operators . . . he would have no need to call for Federal troops," and he further suggests that the Governor should resign. In his reply, Governor Cornwell says in the *New York Times*:

"Since the tragedy at Matewan early in May, when a number of the employees of the Felts Detective Agency were killed, no employees of that or any other concern, so far as I know or have been able to find out, have been in the strike region except to pass through on a train or to appear at court in Williamson in answer to summons. If any are in the field they are not guards, but secret operatives. Nor have any other armed guards been employed by the operators so far as I can learn. These things they agreed not to do following the Matewan tragedy. I promised to protect life and property in that region to the best of my ability, and they promised to employ no private guards."

What has brought all this about, asserts the *New York World*, "is that private marauders have assumed control, undertaking to settle their differences in defiance of law, and that the State, which should enforce peace upon factions, has shamefully quit the field." Continues *The World*:

"Under our system political bankruptcy can not reach more degrading levels. With its whole body of officials incapable, with the mass of its inhabitants destitute of resource, and with

no military or constabulary force strong enough to meet rival mobs and subdue them, what claim has West Virginia to consideration as a self-governing State?"

"What claim has New York City to consideration as a self-governing municipality?" counters the *Wheeling Register*, as it reminds us that "forty murders, with but few arrests," occurred in New York City during October and November. Says *The Register*:

"Even Mingo pales at such a high rate of killing. What of the gun mobs prowling the East Side and Bowery regions? Of the bank stick-ups, bank-messenger hold-ups, bomb explosions, bond thefts, and hundreds of robberies? What of the political and moral scandals of the great city and the building trust grab?"

"A cheap effort to make political capital out of the Mingo County disturbance, and untruthful in its insinuations," is the manner in which the *World* editorial is dismissed by the *Wheeling*

*Intelligencer*, which then proceeds to clarify the deplorable condition of Mingo County:

"There is no organized revolution in Mingo County. We have there a condition of lawlessness, with which the police forces of the State ought to be able to cope, and which we believe they would be able to handle if they were properly and efficiently directed. West Virginia does not need Federal troops within her borders. She has within her own citizenship power to enforce law and to punish criminals, but law must be enforced with an impartial hand, and criminals, if punished, should be punished because they are criminals and not because they happen to be the agents of partisans on one side or another in an industrial controversy. The fact is, the present situation in Mingo County arose largely because the laws have been continuously broken by men who above all others ought to have set the example of respect for law; because the enforcement of legal processes has been taken in hand by private agencies, and the law administered, not for purposes of justice, but for purposes of partisan and selfish advantage."

## TOPICS IN BRIEF

THREAT of blue laws is making some people see red.—*Buffalo Commercial*.  
MR. HOOVER is now appealing for a League of Rations.—*Norfolk Ledger Dispatch*.

EVERY time the Greek King goes out he meets himself coming back.—*New York World*.

THE Lord won't recognize His Day when they get through with it.—*New York Evening Post*.

THE Hungarian throne has been offered to Prince Axel. It looks like the nucleus of a revolution.—*Detroit News*.

PERHAPS the Board paid bills twice because they thought it the nautical way—pay out fore and aft.—*Brooklyn Eagle*.

"We must trim our sails," declares a wholesaler. Very well, if there is nothing else left to trim.—*Moline Dispatch*.

A DETROIT man was beaten and robbed by thugs in Pittsburgh. It must have made him feel home-sick.—*Detroit News*.

It seems as if the laws have been so fixt that a coal baron can be made to do almost anything he desires.—*Indianapolis Star*.

THE first real talking-machine, in which no improvement has ever been made, was made out of a rib.—*Howard (Kansas) Courier*.

THERE's a lot of complaining, there's doubt and there's gloom since the spunky consumer declines to consume.—*New York American*.

LOYD GEORGE says the world is quieting down. He ought to take some sort of treatment for his hearing.—*Nashville Southern Lumberman*.

GREAT BRITAIN has an international bent pin ready for immediate use in case Constantine should undertake to sit on the throne again.—*Indianapolis Star*.

ORGANIZED labor's support of the Wilson League of Nations is not hard to understand. The unions realize that it doesn't work.—*Manila Daily Bulletin*.

THE definition of a mad world is one in which some urge increased production while others close down mills on the excuse of overproduction.—*Omaha Bee*.

WE don't need the enactment of any Blue Laws. There would be more sense in the enforcement of the Red, White, and Blue laws we already have.—*Toledo Blade*.

THE Puritan movement will have hard sledding unless the Impuritan movement organizes to defeat it. The saloons forced the Eighteenth Amendment.—*Peoria Transcript*.

IT is remarkable that the profiteers bother with preying on us poor consumers when they had the United States Shipping Board for a field of operations.—*New York World*.

THERE is one automobile to every fourteen persons in the United States, and the fourteen persons are always in the way of the one automobile at street intersections.—*New York American*.

IT wasn't necessary to invoke the Volstead Law to curb the making of home-brew. The work would have been done just as well by the law against the indiscriminate manufacture of explosives.—*New York World*.

THE Efficiency Bureau of the Government is at work on a plan for eliminating useless government employees. By careful work they may be able to eliminate enough to offset the extra help needed for devising and carrying out the plan.—*Nashville Southern Lumberman*.

EVERYBODY seems to be listening for the chimes of normalcy.—*Seattle Times*.

REFORMERS seem bent on making the Sabbath a day of arrest.—*Norfolk Virginian-Pilot*.

THE New York "building trust" was erected on a poor foundation.—*Indianapolis Star*.

IF Constantine is crowned again he ought to be christened Finnegan.—*New York World*.

THE motto of King Constantine seems to be out of the frying pan into the Greece.—*Collier's*.

UNCLE SAM tells the world that he does not intend to be done in oils.—*Norfolk Virginian-Pilot*.

PRICES are now being regulated by the new economic law of oversupply and under-demand.—*Washington Post*.

ARMENIA is asking for General Wood. Maybe Armenia will be luckier than America.—*Philadelphia North American*.

A NEW YORK man making \$25 a month has just got married. He claims he couldn't live on that.—*New York American*.

WITH the revision of prices a householder can fill his furnace with coal for about the cost of the furnace.—*New York World*.

ONCE upon a time we occasionally got half-fare on the railroads. Now we get it in the restaurants all the time.—*Syracuse Herald*.

THE way to pay the expenses of the country for the next four years is to lay a tax on applications for Federal offices.—*New York World*.

THOSE excited folks who are determined to save the country could make an excellent start by saving their breath.—*Greenville (S. C.) News*.

RECOGNITION by the Allies has been fatal to every Russian leader so far. It might be worth while to try it on Lenin.—*Wall Street Journal*.

HORDS of aliens plan to enter the United States, says Ole Hanson, of Seattle. Just as his ancestors did some years ago.—*Indianapolis Star*.

PERHAPS Mr. Wilson is being mentioned for the 1920 Nobel peace prize because he has finally quit trying to run things in Europe.—*Detroit Free Press*.

AN Eastern sport writer says that an underwriter is needed for the Dempsey-Carpenter fight. Doesn't he mean an undertaker?—*Nashville Southern Lumberman*.

H. G. WELLS says that there is little looting in Petrograd. Probably because there is little left to loot.—*Nashville Southern Lumberman*.

A PHILADELPHIAN blossoms out with the announcement he has discovered a new system of spelling. Wonder if he got it from the scenario writers?—*Peoria Transcript*.

IT is now proposed to limit immigration to relatives of naturalized citizens of the United States. The matter should be referred to the committee on foreign relations.—*Manila Daily Bulletin*.

CHILE and Sweden have formed an offensive and defensive alliance. Seeing that they are only 8,000 miles apart and never see each other, it ought to work out first rate.—*New York American*.

A HOLD-UP man in a Western city the other day, after relieving a prosperous citizen of his roll, amounting to \$500, handed back \$20 for "incidentals." There's the real difference between a hold-up and a profiteer.—*Dayton Journal*.



THE "SHOT IN THE LEG!"

—Thiele in the *Sioux City Tribune*.



## A GREAT UNION OF FORCES TO SAVE EUROPE'S CHILDREN

THE SUPREME NEED OF THE MOMENT, agree the eight most active and experienced relief organizations in this country, is to "preserve the foundation of society in the East, and keep open the love of humanity in the West." In other words, to quote the *New York Evening Mail*, "to save a whole generation of potential men and women in Central Europe who are doomed to death from starvation this winter unless the long and mighty arm of America is stretched out across the ocean to feed them." The first act of these organizations, after coming to the conclusion that the need was urgent and immediate, was to get together, and the next was to elect Herbert Hoover chairman of the newly formed union of the eight—the European Relief Council—and Franklin K. Lane, treasurer. The combined forces of the Council will be devoted to caring for the children who, in the words of Mr. Hoover, "twenty years from now will form the basis of civilization in Europe." "The advantages of such an organization and such a plan," says the *Milwaukee Sentinel*, "all under the supervision of such a man as Mr. Hoover, are obvious." "The work planned is not religious, nor sectarian, but humanitarian," points out the *Boston Herald*. That the need of these millions of fatherless and motherless children is desperate is attested in a bulletin of the Federal Council of the Churches of Christ in America, one of the eight members of the federation. No fewer than forty-seven members of this active religious organization testify in this bulletin that they "have personally visited Europe and investigated conditions there," and that "the description of these pitiable conditions have not been exaggerated, and are so extreme that they can not be exaggerated." Of the amalgamation of relief organizations into the European Relief Council and the council's purposes the *New York Evening Mail* says:

"This organization—the European Relief Council—is made up of eight great charitable bodies, the American Relief Administration, the American Red Cross, the American Friends' Service Committee, the Jewish Joint Distribution Committee, the Federal Councils of Churches of Christ in America, the Knights of Columbus, the Y. M. C. A., and Y. W. C. A.

"What the committee has undertaken to perform is the minimum task of saving the lives of the 3,500,000 children whom the war has left both fatherless and motherless.

"This is the task to which the American people, through eight of their largest charitable organizations, have put their hands and into which they have put their hearts.

"History offers no precedent for such a performance; it records no opportunity for supreme well-doing on so large a scale and promising so splendid a result—the saving of a generation."

"This relief is for the emergency of Europe's existing confusion, not a permanent charge," notes the *Chicago Tribune*, "and if these black months can be passed, the situation will be cleared."

"The European Relief Council is the largest cooperative benevolent organization ever attempted in the United States," said Mr. Hoover immediately after the amalgamation. "The eight organizations forming it came to the unanimous, tho independently formed, conclusion that nothing but prompt and united action by the whole American people can avert incredible tragedy for the helpless children involved." Dr. Royal S. Copeland, New York's Commissioner of Health, says the *New York Tribune*, "earnestly advocates support of Mr. Hoover's program on the ground that diseases developed overseas because of lack of food, poor housing, and bad sanitation might spread to the United States."

"Every cent raised will be expended for food, clothing, and medicines; none of it will go for salaries or other overhead charges," the *Milwaukee Wisconsin News* assures its readers. And in a résumé of conditions in Central Europe and of the

Council's plans Mr. Hoover says in the *New York World*, after pointing out that "no other nation in the world can undertake this work at this time," that—

"There are approximately seventeen thousand canteens, orphan asylums, hospitals, and children's homes of different types in Central Europe to which American charity contributes.

"In Roumania we had 1,500,000 children in 1919. They had a harvest in the summer that gave them a surplus, and we pulled out entirely, leaving the local organization in charge. This year Serbia has a surplus of 2,000,000 tons, and we have withdrawn our supplies of foodstuffs and clothing. In Czechoslovakia, local support has increased.

"Poland has made no progress, the Bolshevik invasion having thrown the Poles back to where they were before; nor has Austria progressed. We have 350,000 children in Vienna alone, and there will be 450,000 by midwinter, or 85 per cent. of all the children of the city to be fed by American charity.

"The view of this Council is that, until this children's relief is financed, until it can come through the next year, all American charity should go to that end. It should have complete priority, and is the thing that ought to be concentrated on from the American point of view. All other forms of relief are so secondary that Europe is not going to break down if they do not go on."

Mr. Hoover's qualifications for the job he now holds is the burden of many editorials. The following from the *Lowell Courier-Citizen* is characteristic of them all:

"There is no denying the fact that Herbert Hoover is as important and big a man in this country to-day as he was before the Republican national convention when many of us wished to see him nominated for the Presidency. He has not lost one iota of his power over the minds of the people. If anything, he seems to be just a bit stronger with every one who stops to think about him at all. His seem to be the faculties that apply just now to conditions in this country and abroad, and, unlike too many of the rest of us, he shows no signs of letting up in the ardor of his humanitarian work or in his willingness to serve the country. His seems to be an ability to apply to public service the same careful and efficient standards that prevail in the best private concerns."

Forty-seven members of the Federal Council of the Churches of Christ in America who have first-hand knowledge of conditions in Central Europe tell us that—

"Millions of little ones are actually starving and millions more are so retarded in their growth that there is imminent danger of a rising generation of anemic and underdeveloped men and women. The approaching winter will bring added horrors. We find that the policy governing the child-feeding is based on self-help and local resources, both in personal service and commodities, and that everything possible is being done to promote responsibility and avoid pauperizing."

In recent months this "land of plenty turned its eyes away from a land of want," declares the *Lincoln (Nebr.) State Journal*, "but that after-war reaction is now evidently passing. America is getting back to normal; its normal sympathy for all the world." And, points out the *Chicago Daily News*, "there is no better way to observe the gracious holiday season than by contributing to Hoover's fund in conscientious proportion to one's means."

Emphasizing the "great moral issue" involved in this child-saving work, Mr. Hoover said in a recent address:

"I would rather have the American flag implanted in the hearts of the children of Europe than flying over any citadel of victory. . . .

"We are to-day feeding enemy as well as friend. We are to-day replacing hate in the minds of this next generation. With the completion of this final effort we shall have given to American character a lift in pride of a great duty well done; a pride in a practical helpfulness that distinguishes our people. We shall have given to Europe her foothold back to life again.

"These children are the obligation of every man and woman who has a penny more than his own children and his neighbors' children require."

## MUST AMERICAN CHILDREN GO HUNGRY TO BED TO RELIEVE YOU FROM SACRIFICE?

**T**ENDER AND PATHETIC OFFERINGS are coming to the Child-Feeding Fund. The number of them is increasing. The children of America are hearing the plaintive cries of hunger and cold from the millions of their little brothers and sisters across the sea, and children can not hear such cries nor see such sights and remain indifferent. Their hearts are very tender and very eager. When they know that other little children are starving they know at once that they must be fed. No question of means or methods, and no measurement of sacrifice find any place in their minds. It is not a problem to be studied. It is very simple. *The starving children must be fed.* If there is no other way to do it, the children themselves who have enough to eat will go without, that their own food may go to save the starving ones; and we are allowing it and helping them to do it, because, of course, it is a beautiful thing for little children to learn the blessedness of sacrifice.

Already we have told in these columns several instances of the sacrifices joyfully made by little children in America in order that they might send money to feed the starving children of Europe. Again and again, teachers and principals of schools where collections have been taken among the girls and boys for this Fund have written of the sacrifice and generosity of these children. A letter now before us says: "It is touching to see that our poorer children responded most generously." Last week we told how the children of a Sunday-school in Illinois voted unanimously that the annual gift of Christmas candy should be waived and the money (\$101) sent for the starving children of Europe.

And now this letter has come from another town in Illinois: "All the children of Mooseheart, Ill., except those three years old and younger, went to bed Sunday night without their evening meal. Altho hungry when they tumbled into bed, all had happy smiles on their faces, as they knew that their self-denial would help The Literary Digest Child-Feeding Fund. The 750 children who missed their meal adopted by unanimous vote a plan of self-denial of the Sunday evening meal for an indefinite period, and they ask the governors of Mooseheart to appropriate a sum of money equivalent to the cost of the meals they go without to The Literary Digest's Fund, to aid in feeding the starving kiddies. At a cost of about 22 cents a meal, the children contributed \$176, and they will contribute as much every time they sacrifice a meal." Is there a single man or woman of wealth in all this great country of America who can read that story of childish sacrifice without a thrill of admiration, but, at the same time, a gripping sense of protest and determination that the burden and the glory of sacrifice to feed the children who are starving shall not fall upon our beloved children at home until we ourselves have borne our utmost share? If the loving act of the 750 children of Mooseheart who gladly go hungry to bed that the starving children of Europe may be fed is to be accepted as a challenge and example to children in other schools and cities of the United States, is it not a thousand times greater challenge to us? "We then that are strong ought to bear the infirmities of the weak."

Two letters from business men are lying side by side on our desk. One of them writes: "I was about to read 'The Slaughter of the Innocents' when suddenly my little three-year-old boy came bursting into my office, his cheeks flushed with emotion, holding in his hands an open book and yelling, 'Daddy, I want Santa Claus to bring me a little autobee like this,' pointing to the picture in the catalog. I began checking over my bank-

account to see if I could afford to buy it for him and naturally I found that I could, for all we fathers are millionaires under circumstances like this. Then I turned and read the appeal for food and clothes for the little ones across the sea and the question came to me, Can I afford or have I the right to invest \$20 in a toy for my child when it will *save the lives* of two other children? When confronted with a question like this my duty is clear." And so he sent the \$20 to the Fund. The other business man writes: "I had about decided to trade in my old automobile toward a new one, but looking it over I find the old one is pretty good yet, in fact, plenty good enough for another year, and how much more good this \$500 will do through your Fund than it would if invested in a new automobile which is really not needed. This money will care for fifty youngsters and, if necessary, I will take on fifty more. Please keep me on your list and if about December 15 the responses are not sufficient, I will be glad to duplicate the offering."

We are receiving many suggestions that Christmas gifts be sacrificed for the sake of the starving children, and wherever this is done voluntarily and gladly by the ones who bear the sacrifice, it is worthy of all praise. But most of us will like the second automobile story better than the first, and will prefer the sacrifice of our own indulgence and comfort rather than to put the burden upon the children.

For every one of the 750 children who are going supperless to bed, but with the joy of giving in their hearts, may we not receive in the next few days a *thousand dollars or more* from some father or mother whose heart is as generous and as loving as theirs, and who is as willing as they to sacrifice, to the limit of ability? Seven hundred and fifty contributions of Liberty bonds or money *measuring up to that limit* will give a tremendous lift to the Fund and will save many thousands of lives.

For every child who voted to go without Christmas sweets that the children of Europe might have one meal a day, are there not a thousand men and women who will forego *some larger indulgence of their own* in order that they may give, in the name of Christ, a generous Christmas gift of plenty and comfort to his little ones across the sea? "Out of the mouth of babes and sucklings hast thou ordained strength," sang the Psalmist. Out of the mouth and the example of the boys and girls of America is coming a challenge to us all to a greater outpouring of help to those whose lives depend upon us.

This week another quarter of a million dollars is added to the Fund, and that means twenty-five thousand more little children saved from death. But when we remember that three million three hundred and twenty-five thousand still are waiting while *starvation and death creep nearer each day*, we must see that our own giving has only just begun.

Cities and towns are sending community contributions. Some of them suggest special recognition, that their example may inspire others. The total amount to be raised would average twenty-three cents for every man, woman, and child in the United States, and many of these hundred millions will give nothing. When any town does as well in proportion to its size as Randolph, N. Y., which sends \$856.25 from a total population of only 1,380, an average of more than sixty-two cents for every inhabitant, young and old, the example is worth following. How many will do that much, or more, without delay?

Make all checks payable to "The Literary Digest Child-Feeding Fund" and mail them direct to "Child-Feeding," The Literary Digest, 354-360 Fourth Avenue, New York City.

### Contributions to THE LITERARY DIGEST CHILD-FEEDING FUND—Received to December 6, 1920

\$10,000.00 each—Mr. and Mrs. Cyrus H. McCormick; James A. Patten; Louise DeKoven Bowen.  
\$7,270.00—Citizens of Chicago.  
\$5,000.00 each—Albert W. Harris; A. H. Loeb; Martin A. Ryerson.  
\$2,500.00—W. R. Linn.  
\$2,000.00 each—Mrs. Arthur Ryerson; Geo. S. Isham; Joseph Wade.  
\$1,453.39—Holland Public Schools, Holland H. S., Mich.  
\$1,195.00—St. James Parish Protestant Episcopal Church, Drifton, Pa.  
\$1,060.00—The Blackstone.  
\$1,000.00 each—Wallington Bros.; LeRoy Community Fund, LeRoy, N. Y.; Ernest A. Groff; Frelhofer Baking Co.; Thos. W. Howell; Wm. N. Eisendrath; E. J. Burington; John P. Wilson; F. C. Farwell; Mr. and Mrs. Harold T. Freeman; Max Adler; Ruben H. Donnelly; J. Rosenbaum Gr. Co.; H. D. Oppenheimer; Mr. and Mrs.

J. V. Farwell; Edw. Ryerson, Jr.; Chas. G. Dawes; Mr. and Mrs. J. R. Forgan; Mr. and Mrs. L. F. Gates; F. W. Upham; Arthur L. Farwell.  
\$728.53—Citizens of Roanoke, Va.  
\$700.00—Mr. and Mrs. Alex P. Humphrey.  
\$654.50—First Baptist Church, Thomasville, Ga.  
\$640.00—Yale School, Youngstown, Ohio.  
\$560.73—Citizens of Gladstone, Mich.  
\$500.00 each—W. A. Stuart, Geo. L. Paine; "A Friend," Marysville, Ohio; Allen Wardwell; Mrs. S. C. Chandler; Mr. and Mrs. C. S. and L. H. Hood and Miss M. Howell; Mr. and Mrs. Henry Bromley; Mr. and Mrs. Lex L. Morgan; B. Connelly; El Paso Township War Budget Committee, Ill.; Mr. and Mrs. H. Munger; "Anonymous." St. Stephens, S. C.; John Halfpenny; Charles Frelhofer; Silas H. Strawn; Mr. and Mrs. C. A. Carpenter; Mr. and Mrs. Geo. Higginson, Jr.; Morris Woolf; J. A. Rankin; Cyrus Bentley; Mrs. James Morrison; Mr.

and Mrs. Leland Bell; Mr. and Mrs. R. Floyd Clinch; Frank Billings; C. H. MacDowell; Marvin Pool; Eleanor G. Blaine; Mr. and Mrs. Leverett Thompson; Mr. and Mrs. T. Edson White; Martha Wilson.  
\$450.00—Red Cross Workers, Braxton Mills, W. Va.  
\$415.65—S. S. of Union Church, Waban, Mass.  
\$400.00—Mr. and Mrs. A. E. Heidstrom.  
\$352.00—Employees of Erie R. R. Accounting Dept., N. Y. C.  
\$371.00—First Presbyterian Church, Wellsboro, Pa.  
\$360.00—Proprietors and Guests of Lakeview Hotel, Los Angeles, Cal.  
\$357.82—Pupils and Teachers, Ridgefield Park.  
\$352.25—S. Marshall.  
\$335.50—West Bayville Chr. Ref. Church.

(Continued on page 62).

# FOREIGN - COMMENT

## EUROPEAN VIEWS OF "NEW" AMERICA

OUT OF THE WAR a "new" America has been born as well as a "new" Europe, it is being remarked by various foreign editors whose attention is particularly drawn to the United States just now by the Presidential election and by this country's absence from the League of Nations at Geneva. As the Madrid daily, *El Dia*, puts it, America "came to Europe to decide a war among Europeans, and from that very moment her international policy took a new course," and now the war is over, "the limitations of the Monroe Doctrine on American politics exist no longer." While many Europeans held that America made a mistake in taking part in a war in which few American interests were imperiled, *El Dia* argues that America did not rise in arms to defend its material interests, which no one was threatening, but to "safeguard the great moral interests of civilization that she thought were being trod on by one of the belligerents." *El Dia* then proceeds:

"That this was also a mistake is proved by the failure of the Wilsonian policy, which put an end to the war and gave birth to the Treaty of Versailles. This Treaty is the failure of Wilson in Europe, and it is also the failure of Wilson in America. The idealistic illusions of Wilson were destroyed among the nets of the old diplomacy of the Old World. America herself has refused to recognize this Treaty that did not include any of the fundamental principles of the idealistic President. The League of Nations that was born out of the opprobrious Peace Treaty is spurious, and the Americans do not want to join it.

"Mr. Wilson's intervention has been worse than useless. The world has not gained anything by it, neither has the United States. The great masses that had faith in democracy and right have been disillusioned. It has been shown that everything in the world is vain that is opposed to might. If there were few in Europe who thought that none of the belligerents was defending anything but its interests or ambitions there were many, on the other hand, who above all thought that the intervention of Wilson was for the purpose of making the moral values triumph. Has America understood these things in the same way as Europe? It seems so."

Europeans have no wish that the Wilsonian policy in Europe should be continued, for it has brought about "such disastrous results," declares this Madrid daily, which believes that what is wanted is "neither Wilson nor Wilsonism, but a frank and practical policy of realities." The "grave error of her political intervention in Europe will be regretted by America," we are assured, because "she will see in future the political intervention of Europe, and will not be able to rid herself of it." In Bulgaria disillusionment but no bitterness over "Wilson and Wilsonism" is the feeling of a military daily, the *Sofia Narodna Otrbana*,

which recalls sadly "how many fond hopes were placed in Mr. Wilson's Fourteen Points," and tells us that—

"In the great world-war the Bulgarians had to fight for the union of all Bulgarians. It has taken more than half a century to reach this idea of unification. We were not fighting to conquer foreign territory, but only to defend our own hearth. In a short time the Bulgarian Army reached the borders of its own land and remained there determined to fight to the last drop of blood. 'We have nowhere to go and nowhere to retreat,' said our soldiers in the last war. It is important to realize the meaning of these words. Then the day arrived when dozens

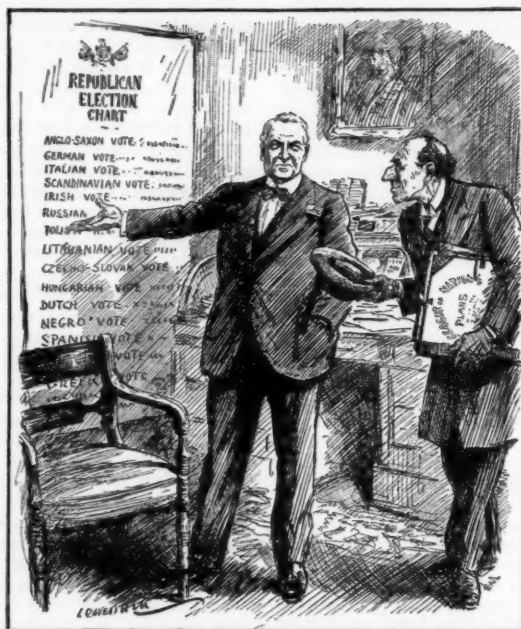
of enemy airplanes began to drop proclamations from Ochrida to Dedegatch announcing the 'glad tidings.' President Wilson had sent to the great European Powers a proclamation containing Fourteen Points offering the solution of the problems which had caused bloodshed for centuries, by demanding the right of self-determination of all nations so that there should be no more oppress and oppressors."

Bulgaria was "accustomed to be told only the truth by America," this journal goes on to say, and so the news was received with rejoicing by the majority of the people and many believed that "for their countrymen in Macedonia, Thrace, and Dobrudja the new day was dawning and the goal of the war had been reached." What else could the Bulgarian soldier expect when the right of self-determination of his enslaved brothers was the ideal for which he had entered into the war? By a single stroke Mr. Wilson's proclamation of his Fourteen Points made continuation of the war useless, and we read:

"It disarmed the entire nation. 'What are we fighting for?' was being whispered. Did not the great President of the noble American people announce that the belligerent nations—big and small—should be accorded the right of self-determination and allowed to choose their forms of government? To every nook and corner of our country the conviction spread that we were fighting for foreign interests and not for Bulgaria, and that it would be useless to continue the struggle. These were poisonous germs that corrupted our front. And there were many other factors that helped to demoralize it.

"First we began to have doubts at the front and then we saw the yawning abyss. We realized that sincere sympathy for a certain ideal may turn into a deadly weapon against us. We warned our soldiers not to let themselves be carried away, and we explained to them that war does not choose its means altho there are international restrictions; that conquest is the supreme law in warfare, and that we must demoralize and crush the enemy in order to destroy him; that the history of war tells us about intrigues whereby armies were routed and victories won.

"We were justified in being on our guard against the proclamation of the great and noble American, which, altho sincere,



ENCOURAGE HOME INDUSTRIES.

LORD ROBERT CECIL—"I trust that after all we may secure at least your qualified support for our League of Nations?"

U. S. A. PRESIDENT-ELECT—"Why, what's the matter with ours?"  
—Punch (London).



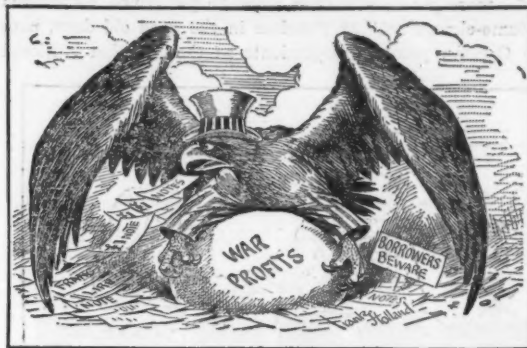
could be used by our enemies as a means to attain victory. Unfortunately, our skepticism proved to be true. Mr. Wilson can not enforce his points in a Europe which is corrupted by injustice. Our army came to the conclusion that Wilson's proclamation will do the duty of a candle in the dark and trap foolish and simple moths with its flame. And, really, how naive we were to believe that one man, altho the President of a great Republic, could enforce his humanitarian principles in the whole world. But to us, the Bulgarian Army, it is not clear even to-day why Mr. Wilson did not succeed."

The Turks' characteristic persistence appears in the belief of the Constantinople *Ikdam* that America must still hold "her proper place in European counsels and demand and secure the carrying out of the Fourteen Points scheduled," according to which "every conquered nation, the weak and small ones, like the others, was to be master of its own administration." There was confidence that international law would secure this result, says this important Turkish daily, and adds:

"In this trust in the reign of international justice, Mr. Wilson was regarded by the needy peoples as a Messiah arisen from the West, and the program was his gospel. Those who trusted this new Messiah were buoyed up by hope that the existence and happiness of their nation's future was assured. With us there were very many who cherished and proclaimed this hope. Last year an American committee of investigation visited us and left many among us hopeful of our nation's future. Altho the question of a 'mandate,' then under discussion, has given way to a treaty now ratified, there still remains the hope that the Wilson principles will eventually find acceptance, for under the shadow of these principles certain false and futile rules of guidance have appeared which disregard international justice and brotherhood and equality."

Therefore, in company with other weak and small conquered peoples, the *Ikdam* goes on to say, the Turks beg of the American people, "who elect their President," that they "demand of him that he be a man who will not only say good words, but realize them in just acts toward every nation, holding evenly the scales of justice and showing no partiality to one or the other." For example, in a controversy like that about Thrace, the *Ikdam* urges that he be not allowed "totally to ignore both race and

situations have been created by the war, and America, one of the chief creators of these new situations, must not shrink from sharing the responsibility which these new situations impose of making the necessary adjustments and settlements in accord



THE LUCKY BIRD.

Here is the Yankee Eagle, he  
Is "feathering his nest," you see;  
He's got a nest-egg, too—my word,  
He is a lucky dicky-bird!

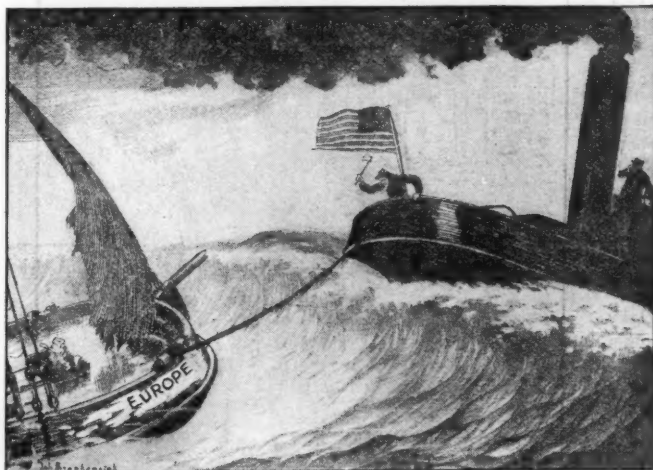
—John Bull (London).

with her own accepted principles of justice in a way to safeguard the welfare of America, of Europe, and of humanity. . . If it were not for the close contact with Europe into which America came through the war, a contact influential, helpful, and strong, it would not enter our heads to concern ourselves with the election of the President of a republic beyond the Atlantic."

**WHAT'S WRONG WITH GERMANY?**—This question is answered in a sharp indictment of the German Government drawn up by the irrepressible Maximilian Harden, who charges that the "aims of the German people for a constitution have not been guided along the right lines." The Germans are tired of being bound down and mistreated, he writes in his publication, *Die Zukunft*, but "as long as a government does not assure them decent food provision and a possible life there can be no good government," and he continues:

"Never was a people perhaps obliged to lose faith in the firmness of mind and the honesty of political parties as was the lot of the Germans in the spring and during the summer of 1920. The Müller-Bauer Government, which fled in cowardice before the Lüttwitz gang, transformed itself into the Bauer-Müller Government, and continued to deceive the nation. It took no corrective measures against the plotters, the assassins, and the starvers of the people. It sank so low as to implore the victorious enemy for permission to keep heavy guns and aerial bombs needed to massacre German citizens with dispatch. 'If we had only known,' is the cry to-day of hundreds of thousands of electors, 'not one of our votes would have been given to the Majority Socialists!' Before it disappeared the Government organized the Economic Council of the Reich, which was destined to show the new Parliament the way to a reasonable economic policy. This council might have rendered service if it had been organized several months before the Spa Conference. It is made up merely of glib talkers, crafty politicians, and some gray-haired wholesale merchants, but the men whose experience in economic questions expressly qualified them for such responsibilities were not called upon.

"The indifference of the voting masses—30,000 voters failed to vote—the shameless trafficking among the parties, the inability of the various sections to give value to the electoral results in the sense of legal order, and to set up in a reasonable lapse of time a government at least partly workable, all this proves that the innovations of the last year do not conform to German needs, and that the German desire for a constitution has not been guided along the right lines."



THE PRESIDENTIAL ELECTION IN AMERICA.

HARDING (to Uncle Sam)—"Cut the cable! We'll get rid of that old encumbrance."  
—De Amsterdammer (Amsterdam).

history," as has been done in giving Adrianople and Kirk-Kilisseh to the Bulgarians, and it concludes:

"In fine, in our view, America must not release herself from a share in the settlement of European affairs. Having effectively entered into the war, and done so much to end it as it was ended, she can not be excused from refusing to share in the right solution of the problems that remain to be solved. New

## "KEEPING" THE KAISER IN HOLLAND

OFF THE THRONE and safe in Holland, William II. would have cost the German Republic 30,000,000 marks more per annum than when he performed his famous "costume-change act" at Potsdam in the good old days, note some German press correspondents as the Prussian National



SOME CONSOLATION.

"Well, it isn't exactly a place in the sun, father, and we were beginning to be forgotten, but this new compensation notoriety will save us from that!"

—Westminster Gazette (London).

Convention rejects the "compensation" bill for the Hohenzollerns. This fight ends "with another defeat for the former dynasty," remarks the Berlin Socialist *Vorwärts*, which charges that in their attempt to secure compensation "the Hohenzollerns have merely revealed that their house has for centuries been engaged in robbing the state." Below the surface of the vote lies the further revelation, according to Berlin dispatches, that it was a "trial of strength" between the Republicans and the Monarchists, and the latter lost the battle, even tho the House refused to pass the Socialist motion to confiscate the whole Hohenzollern fortune and pay the members of the family adequate pensions. Socialist leaders maintain their party did not intend this motion seriously, we are told, but as a point of tactics to secure independent Socialist and Communist support for the defeat of the compensation bill before the House. Socialists are said to be willing to give Wilhelm what is his due, but refuse to "endow the Hohenzollern family with over 50,000,000 marks annually, from the impoverished people, which sum would probably largely be used to prepare the return of one pretender or another to the throne." As to the "audacity" of the ex-Kaiser's claims, the Berlin correspondent of the London *Daily Chronicle* tells us that he asks for property valued at more than a billion marks, and the correspondent cites a few items of the ex-Kaiser's bill of particulars as follows:

"He demands 14,500,000 marks for what is called the 'Academy Quarter' of Berlin. This property belongs to the state.

"He wants 162,000,000 marks as compensation mainly for the loss of his civil-list allowance. That allowance by law is made only 'so long as the recipient occupies the throne.'

"He seeks to recover 103,000,000 marks for certain lands. They have been valued at 20,000,000 marks, while the only arable land included has a value of 1,700,000 marks. This latter demand also includes a sum to be paid for the Sollische Picture Gallery, which for hundreds of years has belonged to the state; so that more than 100,000,000 marks is demanded for next to nothing.

"If all the claims of the ex-Kaiser, who, by the way, tho he has abdicated, is still signing himself William Rex, were granted, he would receive 48,000,000 marks a year, or 30,000,000 marks more than he had while on the throne. . . . .

"Now the Republic is being kind to the ex-Crown Prince. The committee of the Prussian Parliament which is dealing with the arrangement to be concluded between the Republic and the ex-royal house yesterday agreed to the ex-Crown Prince's retaining possession of a big estate valued at 75,000,000 marks. Two castles, one at Homburg and the Marble Palace at Potsdam, were awarded him as residences for no more cogent reason, it would appear, than that it is his 'darling wish' to have them. Even a Socialist member of the committee said it would scarcely be nice to deal hardly with that young man's darling wishes.

"In a little more than an hour the committee voted away nearly 200,000,000 marks' worth of German property to the house of Hohenzollern."

The Berlin *Rothe Fahne* (Red Flag), organ of the German Communists, analyzes the ex-Kaiser's cost of maintenance under the head-line, "William's Socialization," and says:

"Bourgeois newspapers report that since January William has received 52,200,000 marks (normally \$13,050,000) for subsistence. That means, unemployed subsistence of 72,220 marks (\$18,055) daily, or, calculated on the basis of an eight-hour day, 9,000 marks (\$2,250) an hour.

"According to these figures, William receives as much every hour doing nothing as a blind soldier with a wife and three children receives in a whole year. William, by the grace of God, gets unemployed subsistence which is 7,000 times more than the average mortal gets, and the latter must even fetch it and attend to the necessary red tape himself. One must say that the Republic under Ebert is paying money enough for the socialization of William and his subsistence."

The attitude of the Socialists is made clear in the speech of a Socialist representative, Herr Heilmann, who is said to have staggered the Prussian Junkers and Monarchists by offering them the example of Bismarck in dealing with kingly compensations when he said:

"We Socialists stand firmly on Bismarck's ground when the



STILL AWAITING HIS CALL.

—The Bystander (London).

matter of compensating the King of Hanover and the Kurfuerst of Hesse came up, and he said with characteristic decision: 'We don't owe the King anything at all.'

"The matter of compensation for the former Kaiser has far-reaching complications. For every million we pay to the

Hohenzollerns we shall have to pay a billion in reparations to the Entente. Under the rule of strict justice Wilhelm II. ought not to get a single mark."

Meanwhile, all Holland's denials of the slightest complicity in the Kaiser's taking refuge in her territory are subjected to somewhat more than suspicion, says a Brussels correspondent of the *Paris Matin*, by the publication of a booklet by Lieutenant Count Setkef-Moltke, entitled "The Last Days of His Majesty the Emperor and King at Grand Headquarters." It is published, we are told, by the "German League of Patriot Soldiers," and the *Matin's* correspondent cites for especial notice the following:

"Five A.M. in the night of November 10. Our train (the Spa train) gets under way slowly. After ten minutes going we stop in the small station of Reid. It is black night as the Emperor leaves his train and gets into a motor-car whose lights are out. Only a few gentlemen accompany him in the short journey to the Holland frontier. The rest of us continue by railroad.

"At about seven in the morning the train stops. A trelis is stretched across the track. We are at the frontier. The parlor-car is uncoupled and the body-guard descends from it. The conductor of the special train, Lieutenant von Rauehaupt, with tears in his eyes, does homage to his King and bids us farewell.

"At about ten o'clock there comes from Holland a locomotive destined for our service, and within a few minutes we reach the little frontier town of Eyschen. We see our poor Emperor walk the hundred paces of the platform. The Holland Government had been advised by its Consul at Brussels during the night of November 9 and 10 of the Emperor's resolve. Also the Emperor had telegraphed to the Queen for authorization to enter the country in the quality of a private individual. The Emperor was received at the frontier by Major Van Dyl, the same major who ordered the clearing of the platform after the arrival of our train. It was a quarter to twelve when there arrived by motor-car from Maestricht the German Minister, Dr. Rosen, with the Secretary of the Legation, Dr. Koester; the Governor of the Dutch province of Limbourg, Baron Von Hoevel, as well as two functionaries of the Dutch Government, whom I presented one after the other to his Majesty. We learned then that the Queen had placed at the Emperor's disposition the Château d'Amerongen, which belongs to Count Bentinck. Our departure was fixed for the next morning at 11:25."

## AMERICAN TRADE CONQUESTS IN INDIA

**J**OHAN BULL MUST WAKE UP if he would hold the largest and most profitable market for British goods, which is India, for the remarkable expansion of American trade there is nothing short of alarming. This is the warning heard here and there among the press devoted to British manufactures and exports, in which we read that of all the nations doing business in India America now stands second, being outdistanced only by England. This statement acquires added significance by the reminder that before the war America's share of India's foreign trade was "almost negligible," and it has increased at such a prodigious rate within a single year that Japan has been forced to yield her rank as the second largest trader with India. Commenting upon these facts, Mr. Thomas M. Ainscough, Britain's Senior Trade Commissioner in India and Ceylon, declares that "there is no doubt whatever that American competition in India has come to stay," and his reason for saying so is that "whereas Japanese trade has fallen away very considerably since it has been possible to secure goods from Britain, that of the United States has made its greatest strides since the armistice." In a paper read before the Indian section of the Royal Society of Arts and published in that society's *Journal*, the Commissioner says further:

"The main factors which are contributing to American success at present are two in number, viz., competitive prices and deliveries and improved service. The ability of American

manufacturers to quote lower prices and earlier deliveries in certain important lines of iron and steel, machinery, tools, and hardware is largely due to the favorable economic position in which the United States found herself at the close of the war. American works were able to resume their normal peace-time activities almost immediately after the signing of the armistice. Moreover, the immediate cancellation of large munitions orders by Washington placed the American steel-works and engineering-shops in a position where they had either to discharge their men and cancel their activities, or else secure overseas business without delay. The immediate result was a series of heavy reductions in the price of steel and machinery at a time when British makers were still handicapped by labor demands and uncertainty as to the policy of Government. British prices, therefore, not only remained firm, but in almost every case have risen steadily. . . .

"The question of delivery has also had an important bearing on American success in India since the armistice. During the early part of 1919 quotations for very early shipment were made by American makers, and altho much longer delivery dates are now required, a very material advantage has been secured and considerable orders have been placed for India. In contrast to this, British makers of steel products have frequently been unable to quote firm prices and give hard-and-fast deliveries owing to the constant rise in prices of the materials, and owing also to a succession of labor troubles. . . . The provision of an efficient service is all-important in a market like India."

The British Trade Commissioner goes on to relate that before the war American-manufactured goods were hardly known in India, where there were no American merchant exporters of high standing. Moreover, the facilities for trade between the United States and India were not particularly good; but the war caused American manufacturers and exporters to realize that because their home market was such a good one in the past they had not needed to consider the possibilities of foreign trade. Things have changed, and now—

"Several firms of American merchants are established in India and are doing a considerable business. Improved shipping facilities between both the Atlantic and Pacific coasts and India have materially contributed to the expansion of trade. Greater financial facilities are being given by American banks to the export traffic. American commercial travelers are visiting India in great numbers and every importer is inundated with a flood of catalogs and literature of all kinds. It must be admitted that altho hitherto American manufacturers and merchants have had little experience of overseas trade, and have had the reputation of being most conservative in their terms and methods, they have recently adapted themselves to the requirements of the Indian market in a most remarkable way."

The British Commissioner recalls the old saw that there is no sentiment in business and warns British manufacturers and exporters against the belief that because of Imperial ties British merchants in India will favor British as against American goods, regardless of quality and terms, and he avers:

"It must be remembered that the British merchant in India is cosmopolitan in his business, and, while naturally, on the whole, he would, perhaps, prefer to distribute British goods, he would, with very few exceptions, readily turn his attention to foreign articles if they showed a greater margin of profit. During the war British supplies were cut off, and consequently the merchants in India were forced to turn to America for agencies in order to maintain their business. The war-period was one of scarcity prices and very large profits were made on the sale of American goods. As a result, in many cases, the British maker who wishes to appoint good agents finds that some of the most suitable British firms of distributors in India are devoting the whole of their resources to the sale of American goods.

"India is an open field where sentiment plays little or no part, so it would be unwise to count on any preference being shown for our goods, altho it is possible that, here and there, Imperial feeling may be met with. . . .

"American competition, particularly in iron, steel, machinery, tools, hardware, electrical supplies, and motor-vehicles, will continue to be severe and may grow in intensity. It will be a fair and straightforward rivalry, and the result will entirely depend upon the ability of British manufacturers and distributors to provide as suitable goods at a lower price."



## HOW TO LOWER PRICES

THE LOWERING OF PRICES is everybody's business, and the process will be most rapid and least disconcerting if everybody lends a hand, and everybody means, specifically, capital, labor, and the state. This is the key-note of a straight talk on business conditions by the Auckland *Weekly News*, which says that reports from the United Kingdom of unemployment and slackness of trade make "curious and disturbing reading." Everybody knows that unemployment of any kind at the present time is "artificial, stupid, and destructive," for the whole world is hungry for goods. We are all waiting a favorable opportunity to replenish exhausted stocks either of business or of household and personal necessities, and this waiting attitude prevails throughout the world, according to this influential New Zealand weekly, which asks:

"Why, then, this folly of idle factories and unemployed workmen? Why are not the factories working overtime to replace the resources depleted during the war-period and to reestablish civilization on its accustomed margin of sufficiency? The answer is of an aggravating familiarity. The prices of the goods are too high. They are too high not only for the countries bled and devastated by war, but they are beyond the reach of the countries which retain their financial stability. There is a decline both in capacity and willingness to buy, and this unemployment in the midst of unfinished tasks indicates that the readjustment of prices, however fluctuating its course may be, has commenced."

Readjustment of prices is not the exclusive responsibility of the manufacturer, wholesaler, or retailer, but "embraces and



RIISING FOOD PRICES.

WAGE-EARNER—"I stand on my whole pay and then can't reach them."

—De Notenkraaker (Amsterdam).

reacts on every section in the community, from the government to the poorest workman," and this weekly proceeds:

"For of what does price consist? Profit, indeed, but also taxation and cost of production, including labor. It would be a comfortable, if it were a tenable, theory that high prices are due to large profits and that the abatement of the speculative fever would injure only the 'profiteer.' The contraction of trade has certainly the initial recommendation that it helps to restore the element of competition, and so diminishes the opportunities for unconscionable gain which have been present in every country during the past few years. But if profits could everywhere and immediately be brought within reasonable compass, the results would gravely disappoint those who charge all their economic distresses to the rapacity of capital. Many other factors tending to maintain prices would be disclosed, and among the chief of these would be the high level of taxation."

The third principal price factor is the cost and quality of labor, and it is averred that while wages have "properly risen in accordance with the cost of living," industry could have borne this burden better "if it had not been assailed by strikes, by underproduction, by 'go slow,' and by obstruction." We read that—

"Such tactics maintain prices against the whole community and go a long way toward discrediting labor criticism of the cost of living. Prices will find their own level in the end, but the readjustment will be wonderfully stimulated by a cooperative effort embracing the whole community—by moderation and fair dealing on the part of capital, by the most rigorous economy on the part of the state with a view to reducing taxation, and by conscientious labor on the part of wage-earners."



THE CAMEL WITH THE UNBREAKABLE BACK.

"— But who wants to be a camel?"

(A new application of an old story.)

—The Bystander (London).



THE HANDCUFF KING.

H. C. L.—"That's right, gentlemen. Tie me down as hard as you can. When you are finished I will jump higher than ever."

—The Bulletin (Sydney).

THE H. C. L. THAT BEGGARS COMPARISON.

# SCIENCE - AND - INVENTION

## THE TRUTH ABOUT AMERICAN DYES

**B**UYERS WHO COMPLAINED that their stockings or ribbons faded quickly in 1916, and who were assured that "inferior American dyes" were to blame, may be interested to know that the dyes used at that time were the left-over German product, and that bad combination and substitution, due to hurry and other war-conditions, were really responsible. When the American dyes came on the market, it was not the buyer, but the dyer, that did the complaining; but it was largely the failure on his part to recognize and make allowance for conditions that was the matter. The American dye industry is really on a more stable basis than ever before, we are told by Russell B. Stoddard, former instructor in the Lowell Textile School, writing in *Drug and Chemical Markets* (New York), and he looks forward to the time when our dyes shall be excluded from Germany as a menace to the German dye industry. Writes Mr. Stoddard:

"There still remains an undercurrent of feeling that American dyes are inferior. This opinion unfortunately is held not only by the general public, but to a certain extent in textile circles, and is an aftermath of the period of 1915, 1916, and 1917. To what extent was the American dyestuff industry responsible? The fact is that during this period of outcry against 'inferior American dyes' the goods subject to criticism were dyed largely with German dyes.

"Results had to be obtained somehow, and when the dyer ran out of his usual materials, he had to produce the same effects with whatever was available. No dye is good for all purposes, and these dyes, while doubtless of excellent quality in themselves, were used for purposes for which they were never intended. It is not generally understood by the public that nearly all wool and silk and many other fabrics are dyed with a mixture of dyestuffs to produce the desired shades. Violets are used extensively on women's suitings and on silks, and less frequently on men's suitings, usually for shading purposes, but occasionally as a full shade. The acid violets were the favorite in prewar times and they possess excellent fastness. Unfortunately, they are difficult to manufacture, requiring a high degree of chemical knowledge and technical skill. It would have been folly for our industry at the beginning to devote its plants and the time of its staffs to the manufacture of these dyes which, while desirable, were not absolutely essential. The dyers turned to methyl violet, which could be made to produce the same shades and was more readily procurable. Methyl violet, however, is unusually sensitive to sunlight, fading to a dirty gray, and the shades obtained were not very permanent. Patent blue and brilliant milling green and many others were also substituted by less fast dyes.

"The situation was most serious in the cotton industry. Indigo, the developed colors, and the vat or anthracene dyes had given the dyer a line of exceptionally fast colors, and the public was accustomed to goods which in some cases seemed almost unfadable. Unfortunately the stock of these dyes was low, many of them having been introduced within a few years of the beginning of the war. When they were gone the only recourse of the dyer was to fall back on the direct cotton colors and the sulfur colors. Now the direct colors have brightness but only fair fastness to light and less to washing. The sulfur colors are reasonably fast, tho by no means comparable with the vat colors, and as a class they lack brightness. It was a choice of two evils for the dyer, and he did the best he could. Frequently goods were dyed with sulfur colors and topped with direct colors or basic colors to give the desired brightness, which, however, didn't last very long.

"The silk industry was affected to a lesser degree at first because the price of the goods enabled silk men to absorb better the steadily mounting costs of the desired dyes. When the supply of these dyes was exhausted, or nearly so, the situation became serious, for silks require dyes which couple exceptional brightness of shade with a good degree of fastness. The dyes

used were almost without exception difficult to manufacture and the amounts used were not great enough to justify the American manufacturers in attempting their production until the demand for the staple products was fully met. For a time it was necessary to use dyes which gave little satisfaction.

"Altogether results were very disappointing to both dyer and consumer, but they were obtained largely with German dyes, a fact which the general public never suspected, mainly because of the propaganda which was industriously circulated by the German selling organizations. For this the textile men were partly responsible. They were only too glad to 'pass the buck' and lay all responsibility on 'inferior American dyes' when a plain statement of actual conditions would have done much to clear up the situation.

"When American dyes did begin to come on the market in appreciable amounts in the latter part of 1915 the situation was not greatly improved at first. The dyes were, type for type, identical with German dyes, but our industry adopted the obviously wise plan of first producing in quantity the dyes easiest to manufacture. These were by no means the most desirable. As a general rule the best and fastest dyes are the most complex and difficult to manufacture and no one can justly criticize the American dyestuff companies for their policy of starting production on the simpler products. Any other course would have resulted in stagnation for the textile industry. This was understood fully by the textile interests, but here again they did little to enlighten the public.

"Gradually the more desirable dyes were brought on the market and made available for all manufacturers, but the price was high and some preferred to use the less satisfactory products and alibi themselves with the plea of 'inferior American dyes.' Department stores and other retailers avoided all responsibility for goods sold by hiding behind the same excuse. It is not surprising that in spite of the remarkable progress of our dyestuff industry, there is still existent a strong feeling that American dyes are inferior.

"What has been said in the foregoing applies mainly to the public feeling in regard to the subject. As has been shown, this feeling on the part of the public in general was due largely to misunderstanding and the lack of a real comprehension of the situation. The same period also developed some resentment among textile men against the new industry. To what extent this still remains is problematical, but the dyestuff hearings at the last session of Congress showed that the textile industry was by no means unanimous in its support of the proposed legislation. Much of this opposition is to be traced to difficulties arising during the years under discussion."

Complaints made by mills at this time, Mr. Stoddard summarizes as follows: dyes were of uneven quality; batches were not carefully standardized; some practically worthless lots were sold; many desirable dyes were not available; deliveries were not made as promised; prices were too high. He continues:

"Dyestuff prices were a sore subject for a long time, especially with mills which bought rhodamin B or 6G at \$50 a pound and got mostly salt. But these peak prices were paid to brokers for the last remnants of German stocks of dyes which were not being made here. Records show that dyestuff prices dropt off rapidly from the peak which was reached early in 1917, that is, they fell as soon as real quantity production began. In another year they reached a level which was not so much out of line with the prices received by mills for their products. As a matter of fact, resentment on this point has largely passed away and it is present prices which interest the trade. It is not the purpose of this article to discuss these, but it appears that the dyestuff industry has had at least as much success in reaching a prewar basis as has the textile industry.

"Nothing in connection with American dyes irritated the dyers more than the matter of standardization as regards strength and quality. They were accustomed to work with dyes which were invariable, or nearly so, in these respects. A given shade could always be produced by a given formula.

If the formula called for a certain number of pounds of chrome blue 7 B X, the dyer had only to weigh out the required amount and go ahead with the certainty that he would have to do very little shading to get his match.

"With the first American dyes it was different, we must admit.

One batch might be excellent in shade and strength; the next might be greener than type and only 80 per cent. strong, and the next redder than type and 120 per cent. strong. This meant many times that the dyer had to work out a new formula each time in order to get the desired match. Quite naturally he resented this; but to what extent was the dye manufacturer to blame?

"Not even the Germans ever succeeded in making every run of the same dye come out exactly the same shade. Their invariability of type was attained by keeping a large stock of the dye always on hand, mixing in the new batches as they came along, shading the whole with other dyes, if need be, and adding salt to bring it down to type strength.

"It must be understood that there has been some really legitimate cause for complaint on the part of the textile industry. With anything that could be used as a dye selling at a high price, it was inevitable that

many batches of very inferior dye should be sold, mostly by small manufacturers who did not worry about their reputations and were out to get all they could and quickly. Possibly some of the larger concerns were not entirely blameless in this respect. It took a good deal of self-denial to run a \$15,000 batch into the sewer because it was too dull, or too red, or too blue, as the case might be. Any abuses of this kind were corrected as soon as conditions approached normal, and if any one is disposed to be too severe on them, they should recall the proverb about glass-houses.

"With legislation pending in Congress, it is important that both the general public and the textile industry be made to understand that the dyestuff industry has accomplished all and more than could reasonably be expected of it. They must understand that it deserves support and that with proper support it may confidently be counted upon to place and hold this country on a level with any in the world in the quantity and quality of dyes manufactured.

"Let us look forward to the day when the Reichstag will be compelled to exclude American dyes to protect the German industry."

**CHARRING NOT A WOOD-PRESERVATIVE**—Charring is of little value in protecting the butts of fence-posts and telephone-poles from decay, if we are to believe the United States Forest Products Laboratory. This is shown, says *The Railway Age* (New York), by service tests made by the laboratory on fences of charred and untreated posts of various species. The charred posts proved in these tests to be less durable than the untreated ones. We read:

"Theoretically, an area of charred wood around a post should prevent decay, because charcoal does not decay or encourage the growth of fungi, but the charred area around a post is not

usually a solid covering, for it is checked through in many places. If posts are seasoned before they are charred, the charring does not reach to the bottom of the season checks which are always present. If green unchecked posts are charred, checks will open through the charred part as the wood seasons. In either case the uncharred center of the post is exposed to fungus infection and will decay as rapidly as any untreated wood. Charring deep enough to resist decay would undoubtedly weaken a post of ordinary size."

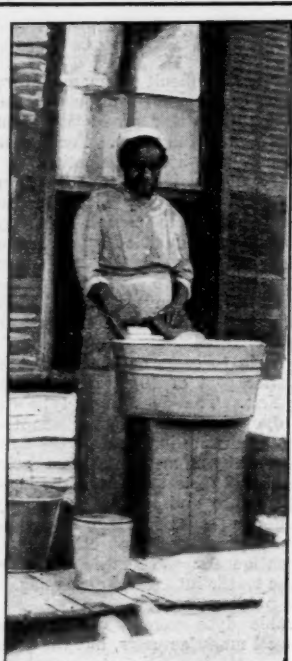
## SAVING THE LIVES OF CLOTHES

**W**ASHING CLOTHES is intended merely to clean them, but the methods employed too often tend to destroy them, too. A bit of science applied on Mondays may add weeks to the life of one's linen, says Prof. I. Newton Kugelmass, of Howard College, writing in *Popular Science Monthly* (New York). Dirt, says Professor Kugelmass, is matter in the wrong place, and the business of the laundress is to remove it. The business of the chemist is to tell her how to do it, and he knows that the life of clothes may be prolonged 25 per cent. by scientific laundering. The writer continues:

"The laundering process is started with soaking to loosen the dirt and save rubbing, and thereby the goods, time, and energy. The great mistake made is to begin soaking with hot water. This coagulates the albuminous matter and starch, making them stick on the clothing with resultant blotches. Start with a cold-water bath, for cold water dissolves the starch and albuminous matter and gets rid of them for good.

"The kind of water used should not be a matter of indifference. Woolens galore have been ruined by washing them in naturally hard water. The sticky soap settles in the pores of the wool fiber and materially reduces its wearing qualities. For safety and efficiency prepare the water before using it for washing. Add a minimum of ammonia, borax, soda-ash, or washing-soda, enough to precipitate the objectionable minerals. Stir, let the water settle, and then allow the clear water to flow into the washing-tub.

"With the water prepared, the next step is the actual washing operation, which involves combined mechanical agitation and cleansing action of soap. To get maximum service from



"DOING UP" THE CLOTHES.

"Her soapsuds are cloth-eaters, her bluing overused, the starch is full of germs, and your clothes are piled together with many other dirty clothes. Do you wonder that they don't last long?"



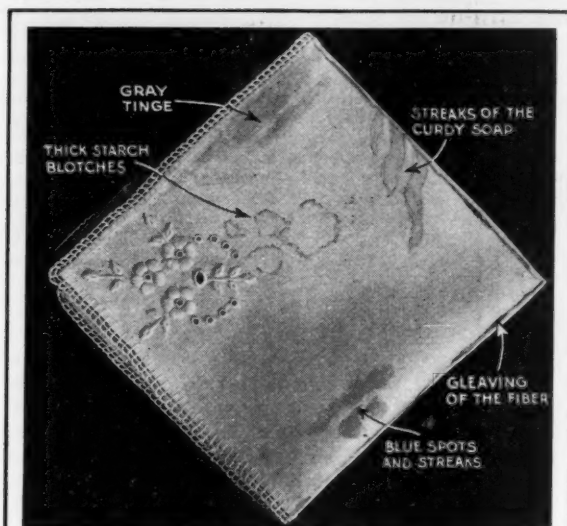
MODERN MACHINERY IS NOT SUFFICIENT.

"Even this most modern method of fighting dirt is not proof against the common mistakes of carelessly prepared water and insufficient rinsing."

soap, we must know how it works. Soap first dissolved in the water reacts chemically, giving a mild alkaline medium. This medium prepares the way. The rest of the soap is very finely divided into microscopic particles, all evenly distributed throughout the whole solution—all the water is soapy. Each soap



particle is a worker—a dirt-capturer! The more finely divided the particles and the greater the number, the more efficient the cleaning. The best condition is attained by slightly increasing the alkalinity with a mild alkali—soda. These dirt-fighters work best in a moderately alkaline field. Since dirt is held in soiled goods by grease, soap cleans in two operations. It first



Illustrations by courtesy of "The Popular Science Monthly."

#### SOFT WATER WOULD HAVE SAVED IT.

"Hard water is very bad for the clothes; ammonia or washing-soda should always be added; your handkerchief is likely to suffer from all the ailments shown above if you don't soften hard water."

removes the grease from the materials by forming an emulsion with it. The dirt without any grease support on the clothes is now pulled in (absorbed) by the fighting soap particles. Every soap particle carries a dirt-load on its back and keeps the grease in emulsion form.

"Many a laundress adds caustic soda to the soap solution. This gives an excessive alkalinity and ruins the strength, color, appearance, and wear of the clothing. Then, too, she does not invariably choose the best cleaning soap. It is 'neutral soap,' without free caustic, without fillers of water-glass, resin, or peroxides, adulterations that loosen, weaken, and color the texture of the fiber. Neutral soap and a mild alkali together give the most efficient washing medium. The deadly policy of leaving the clothes overnight in the dirty soap bath 'rots' them.

"Using raw bleaching powder means more harmful effects on the clothes than hard water and caustic soda combined. Treat the bleaching powder with soda in a separate vessel. The sodium replaces the calcium, giving sodium hypochlorite, the bleach liquor, and precipitate chalk settles to the bottom and is rejected. The sodium hypochlorite is acted upon by the water, giving oxygen, caustic soda, and energy."

Bleaching is, of course, necessary in these days, when whiteness is considered next to cleanliness, if not sometimes before it. To bleach with the minimum of injury, suggests the writer, the least possible soda should be used in making up the bleaching liquor. This will prevent large alkalinity. The materials should be kept in the bleach a minimum length of time. For the rest, advises the writer:

"Heat the bleach bath gradually to prevent too rapid giving off of the oxygen, and rinse thoroughly, else the bleach liquor will 'rot' the fabrics.

"Rinsing should be thorough after each operation. Insufficient rinsing after the first suds decreases the soap efficiency in the second suds; after the bleach, ruins the clothes; before bluing, leaves the alkalinity to cause uneven setting of the blue; and also leaves the alkalinity to convert the starch into yellow decomposition products during ironing."

## STRAW GAS FOR FARM USE

THE FARMER MAY AT SOME TIME in the future run his flivver, light his barn, and cook his breakfast with gas made from the waste straw of his own fields. We are told by a writer in *Export American Industries* (New York) that the United States Department of Agriculture has recently conducted a series of experiments in the production of gas by the destructive distillation of wheat, oat, and rye straws. The possibilities of this so-called straw gas are not yet fully determined, but we are told that a sufficient amount has been produced to operate an automobile over a short period, and it has also been used for illuminating purposes and, to some extent, for fuel. The writer continues:

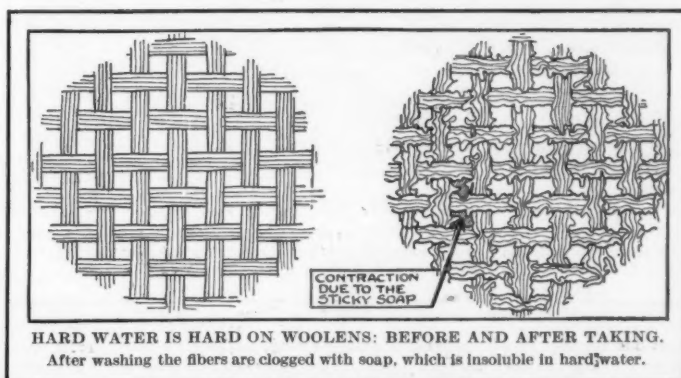
"If the results of projected tests are satisfactory, further experiments will be conducted on the problems of plant equipment and production of the gas on a sufficiently large scale to enable the farmer to supply himself with light and heat for his house, power for his stationary engines and, possibly, for his tractor outfit. If a suitable unit can be evolved, it is quite likely that straw gas will have a distinct economic value in those parts of the country where the raw waste materials from which it is produced are destroyed or left to rot. In some parts of the country straw is used as a fertilizer, but in the West and Northwest regions of the United States there is an unlimited supply of the necessary materials.

"Fifty pounds of straw will produce about 300 cubic feet of gas—an amount sufficient to drive a light roadster fifteen miles, but before the gas can be considered as a possible motor fuel it is necessary to solve the problem of reducing the gas to liquid form or condensing it.

"The present process for producing straw gas was developed in 1914 by George Harrison, a Canadian engineer, who later cooperated with Professor MacLaurin, of the University of Saskatchewan. The university cooperated with the United States Department of Agriculture, and in conjunction with it exhibited a straw-gas equipment at the Exposition of Chemical Industries in New York in 1918. The equipment exhibited on this occasion was later purchased by the Department of Agriculture and improved upon for its investigations. The Canadians had operated an automobile with the gas, but had been forced to the doubtful expedient of carrying the gas supply in a large bag on the top of the car, a method hardly practicable.

"In the production of gas from straw valuable by-products are obtained, among others, carbon residue suitable for the manufacture of lampblack of very fine quality. This residue also contains certain amounts of potash, phosphates, and nitrogen compounds, which give it value as a fertilizer. The tar and ammoniacal liquids resulting from the process may prove useful in the dye industry, in addition to their value as disinfectants and preservatives. Once the process of gas production is perfected, its commercial future seems assured.

"If a cheap and practicable plant equipment can be devised,



HARD WATER IS HARD ON WOOLENS: BEFORE AND AFTER TAKING.  
After washing the fibers are clogged with soap, which is insoluble in hard water.

the straw gas may become a substitute for electric power on the farm. In any case, it will be a boon to the farmer who is remote from central-station service, and is therefore obliged to forego electricity as a motive power. Straw gas may also take the place of gasoline."

## A SEESAW WINDMILL

**A** WINDMILL SAIL that rocks to and fro instead of twirling around has been devised by an Argentine engineer. Says the writer of a descriptive article in *Popular Science Monthly* (New York):

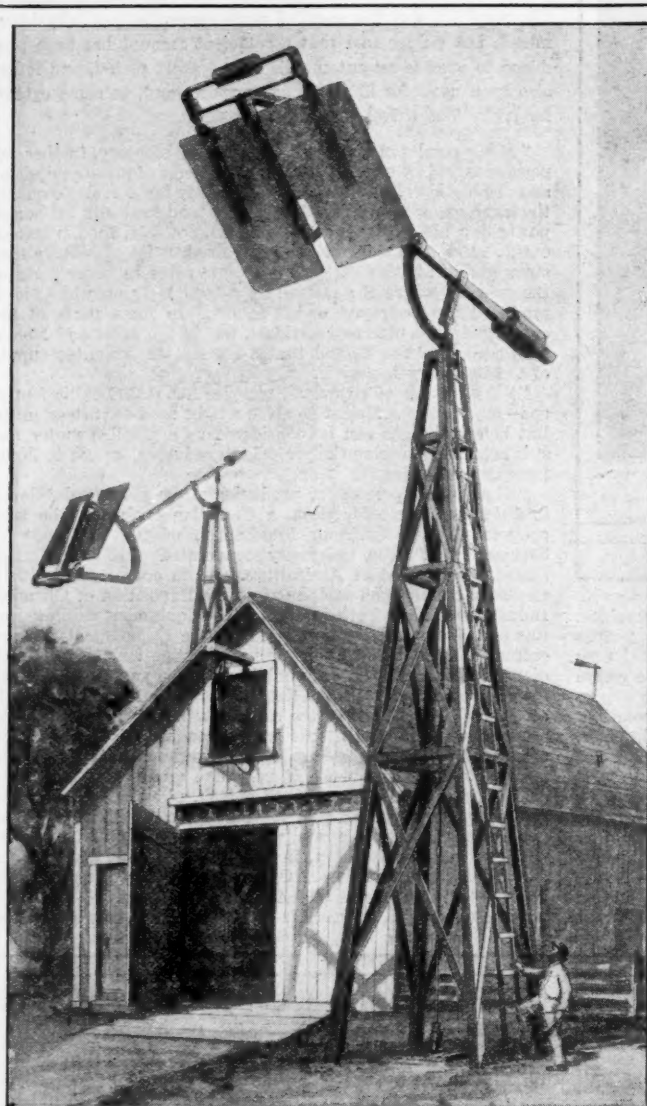
"When the wind blows, you have often seen the sails of a windmill go round. But have you ever seen a windmill with

piston-rod of the pump is also attached to this beam, which is capable of a rocking and of a rotating motion. Now for the action. When the wind blows it strikes the frame in which the tilting vane is mounted and swings the beam into line with the direction of the wind. The wind then seizes the vane on, let us say, the upper face and tilts it against the lower limit of the frame. Immediately the wind pressure drives the beam down until this lower side of the triangle is parallel with the horizon and the face of the vane is no longer exposed to the wind. The full motion of the arm, however, extends one point further, owing to the excess momentum of the weight which balances the vane. This gives the wind a chance at the reverse, or lower surface, and the vane is blown against the upper limit of the triangle and acts as a sail to lift the beam until this upper limit in turn takes the parallel position, the vane drops, and the beam is prest downward again. Meanwhile, the piston-rod is worked up and down with the motion of the beam and is busily pumping water as long as there is any wind stirring."

## HOW SAFE IS FLYING?

**O**NE THOUSAND TIMES as many air-pilots are injured as engine-drivers, proportionally to the total, and about 800 times as many passengers as those who ride on trains, according to figures and estimates quoted by *The Universal Engineer* (New York) from the *London Engineer*. We read:

"It has been repeatedly asserted that flying is to-day almost as safe as motoring, and hardly more dangerous than railway-traveling. The statement has hitherto passed unchallenged, but there at last are some figures disproving it. With a view probably to promoting public faith in the safety of flight, the Air Ministry recently circulated certain figures illustrating the incidence of casualties incurred within the United Kingdom in the course of civil flying during the period from May 1 to December 31, 1919. These figures showed that the pilots killed per thousand flights numbered .11, while those injured numbered .17. Per thousand hours flown, .48 pilots were killed and .72 injured, while per thousand passengers carried the casualty figures among the pilots were .016 and .16 respectively. On the passengers' side, .06 were killed and .61 injured per thousand hours flown. Turning to our railways, we find that the railways of the United Kingdom carried, in 1912, in round figures, 1,455,000,000 passengers, not counting season-ticket holders, who numbered about 738,000. If we suppose that each season-ticket holder represents an average of 400 journeys per year, the total number of passengers carried can be estimated at 1,750 millions. If the casualties to the engine-drivers amounted to .016 killed and .16 injured per thousand passengers carried, as, according to the Air Ministry's figures, did the casualties among civil aviation pilots, then the annual death-roll among our engine-drivers would amount to 28,000 killed and 280,000 injured. In actual fact, there were fewer than 30,000 drivers employed on our railways in 1915, and of these 21 were killed and 284 injured. The airplane pilot's risk would appear to be about one thousand times as great as the engine-driver's. The passenger's risk can be arrived at similarly if we assume a figure for the average duration of a railway journey. Taking this figure as an hour, it follows that the total time spent in railway traveling during 1913 was 1,750 million hours. If then .06 passengers were killed and .61 injured per thousand hours of traveling, as was the case in flying during the period covered by the Air Ministry's figures, the death-roll among railway passengers would reach the appalling total of 105,000 per year, while over a million passengers would receive injuries. Actually the number of passengers killed on our railways in 1915 was 133, while those injured numbered 1,218. The airplane passenger's risk is thus apparently 800 times as great as the railway passenger's."



Courtesy of "The Popular Science Monthly," New York.

### WHEN THE WIND BLOWS, THE WINDMILL WILL ROCK.

This is a South-American version of the windmill and a radical departure from the Yankee type. As long as there is wind from any quarter the pump-handle with its tilting vane will swing up and down, pumping water from the well.

just one big sail which, instead of going round, flapped up and down? Here is one, straight from South America. Yankees and Europeans have been content with the rotating fan which has harnessed the wind to the pump since the darkest days of the dark ages. But not so José Albisú, of Saladillo, Argentine Republic. He insists that the wind supply him with pump action direct. The sail of this South-American conception of a windmill is a tilting vane and is mounted at right angles to a triangular frame bolted to one end of a balanced beam. The

## WHEN YOUR NAME IS NOT YOUR OWN

**I**F YOUR NAME IS ROBINSON, have you a right to make shoes and market them simply as "Robinson's Shoes"?

Not if the public already understands that term to mean another man's product. Thus, if your name happened to be Kodak, you would not be allowed to sell "Kodak Cameras," or if you were a member of the Uneeda family, you could not advertise "Uneeda Biscuit" without an elaborate printed explanation calling attention to the fact that you or your product had nothing to do with others more familiar to the world. Decisions of the courts to the above effect are chronicled in *The Nation's Business* (Washington), by W. W. Goldsmith, who calls attention to the fact that they are in accordance with the well-known law of unfair competition, which has for its object to prevent confusion in the public mind with regard to the identity of two different products. Writes Mr. Goldsmith:

"The object of the impostor always is to create confusion in the public mind and thus to sell his goods or his service on the established reputation of another's goods or service. To curb this form of competition, the law of unfair competition is invoked.

"There are three principles upon which the courts have rested the application of the law. They are: (1) to promote honest and fair dealing; (2) to protect the purchasing public, and (3) to protect the property rights of individuals. All three have at times been given as the basis for the right to relief, but the majority of the American courts grant relief from unfair competition upon the third ground alone. They consider good-will a valuable property and protect it exactly as they do land or houses, or stocks of goods, or other property. The fact that the complaining party has no exclusive right to the particular name or symbol, or the get-up of goods, is immaterial.

"A series of interesting cases based on similarity in names, and the right of a man to use his own name, were the Baker cases. Walter Baker & Company began manufacturing cocoa and chocolate in 1870. In 1894 one William H. Baker, of Winchester, Va., put upon the market a chocolate labeled with the name 'W. H. Baker & Co.' It immediately began to sell as Baker's Chocolate, and the public accepted it for the chocolate made by Walter Baker & Company, which bore the label 'W. Baker & Co.' and had long been selling as Baker's Chocolate. William H. Baker, at the suit of Walter Baker & Company, was required to state upon his packages, 'W. H. Baker is distinct from and has no connection with the old chocolate manufactory of Walter Baker & Company.'

"Another suit was then brought by Walter Baker & Company against a William P. Baker, of New York City. He was restrained from using the name Baker alone or with the initial 'W' only, but was allowed to use his full name, 'William P. Baker' or 'William Philips Baker.' The William H. Baker, of Winchester, Va., then found it necessary to restrain a William H. Baker, of Syracuse, New York, from marketing chocolate in packages upon which was printed 'William H. Baker is distinct from the old chocolate manufactory of Walter Baker & Company.' This was rather poetic justice. The statement was the same as that the Virginia Baker had been required to use to distinguish his goods from the goods of Walter Baker & Company. Both Walter Baker & Company and the Virginia Baker restrained one Sander, of New York City, who was the agent of the Virginia Baker in the first venture, and then the agent of the Baker of Syracuse, New York, from marketing chocolate and cocoa without first marking it to indicate clearly by what Baker it was made. At the same time, in other suits by Walter Baker & Company, grocers who were handling the product of the Baker of Virginia were required to use the name Baker with accompanying words and in a way to indicate that the goods were not the product of Walter Baker & Company."

Another series of interesting cases were the Rogers cases. Perhaps no article of household use is better known to American housewives than Rogers silver. It was first made in 1865 by three brothers, and has been continuously on the market since, under trade-names in which the name "Rogers" was the salient feature. Says Mr. Goldsmith:

"In 1883 George Rogers, a lawyer, turned silversmith and formed a company to manufacture silverware. He and his

associates were restrained from using the word 'Rogers' on their goods. In 1907, another man by the name of Rogers placed a Rogers silver on the market. He printed on his packages, 'Not connected with any other Rogers.' This was not enough, and he was required to state, 'Not the original Rogers.' Then a bicycle-maker, whose name was Rogers, began manufacturing silverware which he stamped 'Wm. H. Rogers.' Later, the sons of the original Rogers placed a Rogers silver on the market. They marked their goods 'The real Rogers goods.' The original Rogers Brothers had sold out to a corporation, and the sons were enjoined from using the name Rogers alone, or stating that their goods were 'The real Rogers goods,' or that they were 'The only Rogers Brothers.'

"In Illinois a milkman in the city of Springfield by the name of Meuller used for nearly sixteen years a certain distinctive



scheme of painting on his wagons. Their running-gear was yellow, their bodies brown, their tops white, and on the sides was a pastoral scene consisting of two cows, some trees, a running brook, some lilies, and a fence. He had a competitor by the name of Nokes. Mr. Nokes took his wagons to the shop where Mr. Meuller had his painting done, and they emerged with yellow running gear, brown bodies, and white tops, and with a pastoral scene on the sides consisting of two cows, a mountain, a Swiss castle with a cupola, a running brook, and some lilies. The name of one dairy was The Walnut Grove Dairy, of the other, The Walnut Park Dairy, and the names were painted on the wagons.

"The Supreme Court of the State said that Mr. Mueller could not have so impoverished the English language, and so exhausted the skill of the artist that Mr. Nokes was compelled to imitate him so closely. Mr. Nokes was required to change the painting of his wagons and the name of his dairy.

"In California a merchant rebuilt the front of his store to imitate exactly the store front of his next-door rival. The Supreme Court of that State required him to place signs in conspicuous places in his store so that the public would know that his establishment was separate and distinct from the establishment next door.

"New words are often coined to name inventions. The inventor's surname is not infrequently used. Through the monopoly conferred by a patent such names acquire a generically descriptive meaning and come to identify the article rather than the maker. The doctrine in America, and it seems in France and England as well, is that the name passes to the public with the cessation of the monopoly the patent created. Thus the word 'linoleum,' which was coined by the inventor, is defined in Webster's Dictionary as a 'floor covering.' The public may avail itself of this dedication of the right to make an article and to use its name, and any one may now make linoleum.

"The principles of the law of unfair competition have been applied to the Gordian knots of business for upward of two centuries, but the name unfair competition was not given to the body of principles which had slowly accumulated until some fifty years ago. The remedy was at first sparingly granted. The courts were loath to apply a law which seemed to curtail the freedom of trade. But the achievements of modern business have demanded a broader view, and the courts, faced with a multitude of cases of unfair trading, now apply the fundamental principles freely and without regard to technical doctrines."



# LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## THE STORM ABOUT "MARGOT"

**B**ROWNING, in the plan of the "Ring and the Book," gave a scheme for estimating the state of mind of London over Mrs. Asquith's autobiography. *The Westminster Gazette* (London) takes advantage of this lead and sizes up the opposing parties and the *tertium quid*. "One-half Rome" thinks the book a "monstrous invasion of private life," and fears no one will be safe if this sort of thing goes on—"and such distinguished people, too!" "The other half Rome" retorts: "Pshaw! what hypocritical nonsense. It's a wonderful book, explosive like the truth; and, thank Heaven, some one has had the courage to throw discretion to the winds." This party is abetted from within the pages of the book itself by both Lord Morley and the late Henry James. Mr. James is quoted by Mrs. Asquith as calling her diary, which forms the backbone of the book, "a most valuable English document, a rare revelation of the human inwardness of political life in this country, and a picture of manners and personal characters as creditable on the whole to the country as it is frank and acute." John Morley has called it "a brilliant example of character writing, in which the French so indisputably beat us, as keen and penetrating as Madame de Sévigné or the best of them." Whereupon this "other half," not so squeamish, asks: "Why shouldn't we have it? Why bottle it up till every one is dead and all the life gone out of it?" *Tertium quid* sits unmoved by any of these considerations, saying: "We don't know any of the parties, and we don't care a rap whose feelings are hurt or whether the author gets into a scrape or not, but since somebody has lifted the curtain, we mean to have a good look and form our own opinion. We, too, are just sick of the pompous, stuffed donkeys and the sanctity of their lives. . . . If Mrs. Asquith destroys that humbug, and creates a new public curiosity in the private lives of the people whom we are asked to accept as infallible popes, it will be good for them and not bad for us." One of the ways in which Mrs. Asquith has startled contemporaries is her frankness in portraiture, particularly of people still living. Few who have been notable figures in English life in the last quarter century have escaped her kodak. Here are specimens—

Of Alfred Lyttelton:

"What interested me most in him was not his mind—which lacked elasticity—but his religion, his unquestioning obedience to the will of God, and his perfect freedom from cant. His

mentality was brittle, and he was as quick-tempered in argument as he was sunny and serene in games."

Of the Duke of Devonshire:

"He stood by himself, and could have come from no country in the world but England. He had the figure and appearance of an artizan, with the brevity of a peasant, the courtesy of a king, and the noisy sense of humor of a *Falstaff*. He gave a great wheezy guffaw at all the right things, and was posset of endless wisdom."

Of Sir Charles Dilke:

"Besides a defective sense of humor, he was fundamentally commonplace and had no key to his mind, which makes every one ultimately dull. . . . After hearing him talk uninterruptedly for hours and watching his stuffy face and protruding eyes, I said to Laura:

"He may be a clever man, but he has not a ray of humor and hardly any sensibility. If he were a horse, I would certainly not buy him."

Of Lord Rosebery:

"I think Lord Rosebery would have had a better nervous system and been a happier man if he had not been so rich. Riches are overestimated in the Old Testament; the good and successful man receives too many animals, wives, apes, she-goats, and peacocks. The values are changed in the New: Christ counsels a different perfection and promises another reward. . . . Lord Rosebery was too thin-skinned, too conscious, to be really happy. He was not self-swayed like Gladstone, but he was self-enfolded."

Of Sir William Harecourt:

"Sir William ought to have lived in the eighteenth century. To illustrate his sense of humor: He told me that women should be played with like fish; only in the one case you angle to make them rise, and in the other to make them fall. He had a great deal of wit and nature, impulsive generosity of heart, and a temperament that clouded his judgment. He was a man to whom life had added nothing, he was perverse, unreasonable, brilliant, boisterous, and kind when I knew him; but he must have been all these in the nursery."

Of Mr. Balfour:

"The most that many of us could hope for was that he had a taste in us as one might have in clocks or china. . . . He either finessed with the ethical basis of his intellect, or had done. This made him unintelligible to the average man, unforgivable to the fanatic, and a god to the blunderer. . . . Low wages, drink, disease, sweating, and overcrowding did not concern him; they left him cold and he had not the power to express a moral indignation which he was too detached to feel."

With a literary method quite new she has represented conversations in dialog form, exhibiting in them not only a feat of



"MARGOT" OF THE AUTOBIOGRAPHY,  
Whose book has fluttered the political and social dove-cotes of London.

memory but a dramatic imagination. Her interlocutors do not talk alike, and these reported conversations, as the London *Spectator* points out, "represent the real impression, whether right or wrong, made upon the writer's mind." We cite from the book her interview with Lord Randolph Churchill, whom she sat next at a dinner. She had often wished to know him, but "when he observed that he had been put next to a 'Miss,' he placed his left elbow firmly on the table and turned his back upon me through several courses." When he turned to her he asked if she knew any politicians, and he heard that "with the exception of himself, I knew them all intimately."

"Do you know Lord Salisbury?"

Margot had to confess she had forgotten him, but added she would like to know him:

"LORD RANDOLPH—'What do you want to know him for?'"

"MARGOT—'Because I think he is amazingly amusing and a very fine writer.'"

"LORD RANDOLPH (muttering something I could not catch about Salisbury lying dead at his feet)—'I wish to God that I had never known him.'"

"MARGOT—'I am afraid you resigned more out of temper than conviction, Lord Randolph.'"

"At this he turned completely round and, gazing at me, said: 'Confound your cheek! What do you know of me and my convictions? I hate Salisbury! He jumped at my resignation like a dog at a bone. The Tories are ungrateful, short-sighted beasts. I hope you are a Liberal.' . . . Toward the end of our conversation he asked me who I was. I told him that after his manners to me in the earlier part of the evening, it was perhaps better that we should remain strangers. However, after a little chaff, we made friends and he said he would come and see me in Grosvenor Square."

If politics did not awe the young lady who had not then become Mrs. Asquith, neither did literature in the person of the Poet Laureate. She went down to his house on invitation of his son, Lionel Tennyson:

"He asked me if I wanted him to dress for dinner, adding:

"Your sister said of me that I was both untidy and dirty."

"To which I replied:

"Did you mind this?"

"TENNYSON—'I wondered if it was true. Do you think I'm dirty?'"

"MARGOT—'You are very handsome.'"

"TENNYSON—'I can see by that remark that you think I am.'"

In closing her narrative Mrs. Asquith writes:

"I have tried to relate of my manners, morals, talents, defects, temptations, and appearance as faithfully as I can; and I think there is nothing more to be said. If I had to confess and expose one opinion of myself which might differentiate me a little from other people, I should say it was my power of love coupled with my power of criticism, but what I lack most is equanimity, moderation, self-control, and the authority that comes from a perfect sense of proportion."

## A NEW LITERARY TYPE

**B**UT IT IS ONLY A SEA CHANGE, perhaps, that makes the type seem new. In the middle of the nineteenth century he was a preacher; now he is a man of letters. George Eliot is taken as authority. "Given a person of fluent powers of expression and of superficial observation, but of little liking

for careful examination, of love for hasty generalization and aversion to laborious particularization . . . in what vocation would such a person find it easiest to make a noise in the world?" George Eliot said that in her day "the pulpit of an evangelical church offered the greatest opportunities for an unimpeded career"; the New York *Tribune* thinks the secess, if alive to-day, "would reply that the business of being a literary and social radical yields the largest returns in the way of the delights and profits of extended publicity." The parlor Bolshevik we know, tho he has, perhaps, been a little less noisy in recent months. The *Tribune* sees him now represented by Mr. H. G. Wells, whose recent visit to Russia has given him a new pulpit utterance. Of him The *Tribune* writes:

"Like Shaw, whom he so much resembles, Mr. Wells possesses extraordinary nimbleness of mind, is a word-slinger of remarkable copiousness, and has an instinct which instructs him how to be plausible. He is amazingly brilliant, and the half-educated, imposed on by the grand sweep of his confident assertions, naturally salute him as a truly shining one. But when the fireworks sizzle out and his real message is scrutinized, there is evidence that he is but another of the long line of pseudothinkers who leap to their fundamental conclusions and then defend their tooth and nail. Edward Irving, the pulpiteer of George Eliot's day, scarcely more naively swallowed whole the conventional theology of his day than does Mr. Wells, the pamphleteer of the present, bolt entire the equally conventional formulas of socialism and socialistic internationalism."

"The scientific method is tiring and tiresome. It is four hundred years since Francis Bacon laid its foundations, but, tho accepted in the domain of the physical, it has made little progress in the domain of sociology. In all that relates to the conduct of man in society the practise still is that which Bacon cried out against—seeks to establish some preconception, and thus, to use the quaint words of Bacon, is 'vertiginous, or in the way of perpetual rotation.'"

"Not by accident does Mr. Wells find prophecy congenial to his spirit. Only the future can assess the merits of a prophet, and in his lifetime he partakes of the joys of letting his imagination run on. Nor is it strange that Mr. Wells is led to say in an oracular manner that no other system would have done better than the Bolshevik one. It is impossible to refute this, for in the land of Might-Have-Been the foot leaves no track. Any one can safely guess what would or would not have happened if that which didn't occur had come to pass."



THE EX-PRIME MINISTER AND "MARGOT."  
A portrait taken at the time of their marriage.

*H. W. Asquith*  
*Margot Asquith*  
1895

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## A FILM DUEL

**A**BATTLE ROYAL is always a good thing to watch, for one may be sure that the blows delivered will equal the ones received. The motion-picture finds a puncher in Thomas Burke, who tells the readers of the *London Daily Mail* why he "loathes the cinema." *Camera* (Los Angeles) receives and redelivers his blows, but without much use of the information that it was Mr. Burke's story "cinematized" that thrilled us as "Broken Blossoms." Mr. Burke doesn't mention it at all, so we do not know whether he feels a particular grievance on that score or not. He says he has "many reasons" for loathing the cinema, "one of them being that I loathe anything that pretends to be what it is not." Unlike "most inventions and enterprises," the cinema presents to Mr. Burke "no forward movement"; it is, in his phrase, "still in the street of the penny gaff." After charging its "promoters" with "impudence" for speaking of it as "a new art," he proceeds:

"One can not reasonably object to the penny gaff. It is quite right that the office boy and his grown-up equals, who like their entertainment hot and strong, should be supplied with what they like. But when the penny gaff claims for itself dignity and consideration as a new art one is justified in asking it to get off its perch. There is no art in this business of cameras and clatrap. It is made by artifice and run by skilled mechanics. The 'acting' of its much-boasted 'stars' is a parcel of innane tricks, portentous grimacing, and club-footed movements.

"When one remembers the Russian Ballet and the exquisite 'L'Enfant Prodiges,' where every gesture says something, one is appalled at the work of the simpering acrobats who are boosted as artists. If the picture-play were truly a new art it would achieve its effects solely through its own medium; and not one word of explanatory 'subtitle' would be necessary. But it is not a new art, and never will be. You can not tell a story through so blunt and unaccommodating a medium as photography.

"When an author, in the course of a story, throws in a suggestion that a child is ill-treated by her father, an atmosphere is created, and, if the author has suitably conveyed that atmosphere, the reader's imagination is clothed with it, and he is filled with pity at the half-known thing.

"But when moving-pictures are presented to an audience, showing a brutal father flogging his child with a dog-whip, art is left out, and the audience suffers nothing of that pity; only nausea.

"But my main objection to the cinema is its effect on the child; for it is robbing the child of to-day of the exercise of that most precious faculty—imagination. In the cinema the children are shown every detail of a given situation. There is no opportunity for wonder; no suggestion round which their minds can play. Not for a moment are they allowed to think. Every small idea is explained and illustrated until the mind slumbers.

"Words awake imagination. Pictures kill it.

"When I was a child I could find the map of Asia as enthralling as 'Robinson Crusoe.' I could pore over it, and, from the slender knowledge gleaned from my school 'Geography,' could construct its cities for myself. Certainly I built them all wrong, but how delightful was the process of building, and how valuable was that early training of the imagination!

"To-day, the child's brain-play is stultified at every turn. The screen shows him everything in crude, unsatisfying reality. He is given the bare substance, and robbed of the delicious enduring shadow.

"As for the cinema in the schoolroom, I sincerely hope it will never establish itself there. If it does, then in twenty years' time there will be an end of Imagination and Fancy. There will be no more Lantern-Bearers. For imagination is the precious birthright of youth; it freshens and strengthens the young heart. Fact and Reality only wither it."

Of course *Camera* doesn't take all this lying down, and delivers some blows in ripost:

"In stating that the photoplay has known no advance in the twenty years of its inartistic life, Mr. Burke makes himself a bit absurd right at the start. Besides accomplishing for itself a universal popularity that has never even been claimed by any other form of entertainment, art, or literature, if you please, it has attracted the best of the dramatic world and the most brilliant and capable writers of the era. It is incredible that

Mr. Burke overlooks the indorsement of the film by such celebrities as Sir Gilbert Parker, Sir James Barrie, and a half dozen more British authors, several of whom are at present busily engaged in perfecting their knowledge of picture construction in our Hollywood studios. They have happily recognized the fact that they must write scenarios if they desire to reach the entire world. For the people, highbrows and illiterates alike, have made known their preference by the support that has shoved picture production into third place among American industries."

"The motion-picture does not claim to be a new art, but it has successfully combined all other arts with results that it challenges the world to rival. It tells the story in a comprehensive manner impossible to the novel. It possesses a scope that is denied the stage. And, notwithstanding Mr. Burke's slam at its artificiality, its landscapes and portraits are the real thing.

"He also denounces the detail of it, as killing to childish imagination. Good! If, in illustrating fact instead of intensifying the grotesque shadows that have for so many generations surrounded and in many cases engulfed youth, the photoplay and educational film prove destructive to young imagination, then we say kill it! We must eliminate all the mystifying unrealities of life if we are to get down to the business of progress, mentally and spiritually. Mr. Burke, you and the few old fogies who still cling to your small-town train of thought, must either wake up or get out of the way. It is your prerogative to stunt your own scope, but the world, even an English world, is not liable to halt with you."

CHICAGO INDICTING HERSELF  
OPERATICALLY

**N**EXT TO NEW YORK, Chicago, as an opera-loving city, holds the gage of musical taste for America.

The Western company provides a formidable rival for the Metropolitan during the weeks of its annual visit here. If the New York critics are not always full of praise, the populace are usually not backward in enthusiasm. The visit is a musical event. But it seems that the company does much more for Chicago than Chicago does for it. "Chicago is small-town stuff," exclaims its weekly musical journal, *The Musical Leader*, and is just about equal to a genuine two weeks' season. Last year we reproduced some complaints of a Chicago music critic about the wanderings of its opera company. His *amour propre* was offended by what he described as the "condescension" of Eastern critics, and he was confident that Chicago could find occupation enough for its opera company if it confined its energies to its home city and the Middle Western cities that naturally form its bailiwick. Yet *The Musical Leader* at the very first "kick-off" of the opera season writes not only despairingly, but violently, of Chicago's state of mind:

"Recently it was stated in these columns that not 1 per cent. of the population could be circularized with announcement of what was taking place musically in this city. Latest experiences not alone confirm the belief, but make the tenth look more like one-tenth of 1 per cent. We might just as well state facts without any camouflage and come straight to the point.

"Chicago is a laughing stock. The Chicago public knows nothing about art; it is a plain butcher and broker business city. The merchants have no interest in anything save their counter-jumping and the wares upon their shelves; the stock-brokers and grain dealers know nothing except that which pertains to their own individual profits. Chicago serves as a merry jest for 'little old New York,' and it is not surprising that visiting Easterners remark as they did recently: 'It is a bit like casting pearls before swine, isn't it, to offer such beautiful music to such small audiences?' This was apropos of an exquisite performance of the opera and a lovely song recital by two distinguished artists. It is not a question of money, for Chicago is one of the greatest cities in the world and the second richest in the country, but—just ordinary. It is about time to call a spade a spade, and no excuses are possible."

After such an introduction we turn back to the first page of *The Leader* to see how the reporter viewed the opening night of the opera, which occurred on November 17. We find that



it happened "auspiciously." There was also something "unique in the annals of opera in America, since for the first time a native son was in command." We read:

"Herbert Johnson, the new manager of the Chicago Opera Company, will probably acknowledge that his experience with the late Cleofonte Campanini was a priceless experience, since it gave him an insight into the characteristics of the artistic contingent from other countries, enabling him to cope with the varying temperaments. But when all is said and done the American in art is equally as temperamental and quite as difficult to manage as his foreign colleague, and it takes a poise such as Mr. Johnson's to keep all factions in good order. The Chicago company this year has on its roster eleven American artists.

"On the opening night of the season the Auditorium held an immense audience, every seat being taken when the curtain rose on the beautiful opening scene of 'Jacquerie,' the opera by Marinuzzi, and which was having its American premiere. Wealth and fashion, art and literature, and the student body were all represented, and from parqu岸 to dome a delighted audience gave emphatic demonstration of its satisfaction. The settings were beautiful and were done by a master-hand. The performance was without blemish, the groupings and the pictorial effects some of the loveliest ever seen on the old Auditorium stage.

"The first-nights at the Chicago opera were thrice fortunate; not only were they present at the first performance of the tenth season of opera in Chicago, but they were given a new opera by the musical director, sung by artists selected after the greatest care as to ability and fitness. It was an interested audience, and there was a general feeling of delight that the opera season had begun."

Since the present inquiry concerns the beat of the musical pulse in Chicago, we turn from a consideration of "Jacquerie" to look again at the editorial outpouring which we have seen pitched in the key of blue:

"Time was when it could be charged that newspapers did not do their share and withheld publicity. The newspapers were then justified and could not publish the 'stuff' emanating from the various operatic departments. To-day all is changed; the news is interesting, live, and well written, the papers have given generous support, have lent the use of their columns to acquaint people with what is going on, and have shown in every respect a helpful spirit. Therefore that part of the public which can read is acquainted with the fact that some extraordinary opera is being given at the Auditorium, and that a wonderful series of concerts is being offered at Orchestra Hall at the absurdly small price of five dollars for the series. Both houses should be packed. Time was also when impresarios, like a certain financier, said, 'the public be damned.' Other times, other manners; impresarios now respect the rights of the community and give forth their best endeavor. Chicago has no such thing as civic pride, civic enterprise, or public spirit. It is just a money-grubbing, commercial, lucky town, undeserving of the privileges made possible by about a dozen people, two of whom assume practical responsibility for paying Chicago's operatic bills."

Two men, then, guarantee an "auspicious" beginning in the

hope that the populace will respond. But *The Leader* has little faith and gives "a few reasons for telling the truth about Chicago":

"Actual experiences: An extremely wealthy stock-broker interviewed said: 'Aw, I don't like opera. What's it all about, anyway? I've spent fifteen hundred dollars on opera. My wife has to have new dresses all the time, and I've got to dress and hang around at the back of a box, twiddle my thumbs, when I

could be at the club having a nice quiet game of bridge.'

"A millionaire who occasionally subscribes for a pair of seats was overheard whining at the box-office: 'Please change these for another night; I've seen the "Tales of Hoffmann," and it is a waste of money for me to see it over again.'

"I shall join the "Friends of Opera" Society. I hear you can get in at rehearsals, so I would only have to subscribe for one night a week and can see all the other operas for nothing."

"I don't like going Saturday afternoon because there is always a show like the "Scandals" or "Follies" in town; my husband doesn't like going out nights, and my husband likes "Scandals." (It is too bad the opera can't get some more "Scandals" around.)"

"A banker asked why he didn't attend opera replied: 'I only go when Mary's there, because you know—hm! ha!—she really is good to gaze upon, and you used to have another who was pretty good to look at, too. She came from Spain.'

"Such examples could be given *ad infinitum*."

"Chicago is still small-town stuff; it is good for two weeks of opera. As a gentleman is not 'made' under three generations, so is appreciation of

the fine arts not possible until the third or fourth."

After the second week had passed *The Leader* becomes less violent, but still does not let up on Chicago's knuckles and raised for it the bogey of becoming a "tank" town.

"Chicago is having opera as never before. About the end of the tenth week Chicago will wake up and realize what has been in its midst, for with the exception of the opening night there has been no audience commensurate in numbers with the quality of the offerings or of the artists. However, the outlook is more hopeful. It is reported there is not a seat to be had for Wednesday of this week, when Madame Galli-Curci makes her first appearance of the season as *Lucia*. . . . The Auditorium should be sold out for every performance and urgent steps taken to interest the various commercial bodies which hitherto have failed to realize that the opera company is the greatest booster for Chicago's industries. If such organizations as the Association of Commerce, the Board of Trade, and many banking firms, the wholesale and retail merchants deliberately ignore the work of such a company, it is not to be expected that the general public is going to give it support. It is unpleasant but nevertheless true that, if the leading Chicago firms do not recognize the value of the opera company, in two years from now this city will come in at the tail-end of the New York season with two or three weeks of opera given by people worn out with six months' work in the Eastern metropolis. This one-time great cosmopolis will then be one of the towns in the tank circuit. It is up to the people who control the public situation to take some action to prevent such a humiliating catastrophe."



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CHICAGO OPERA'S NEW HELMSMAN.

The post is confided to the American, Herbert Johnson.

# RELIGION-AND-SOCIAL-SERVICE

## CHRIST AND BUDDHA AT TOKYO

**B**UDDHISM JOINING HANDS with Christianity to found a universal faith seems a pleasing vision to Japanese thought, but to some Western critics the prospect of a compromise with "heathenism," as shadowed forth in the Buddhist welcome to the convention of the International Sunday-school Association at Tokyo, would mean the collapse of Christianity rather than regeneration of the world. In the opinion of many Buddhist leaders, as reported in Japanese newspapers, the courtesies exchanged between Buddhists and Christians at the convention might even be interpreted as "a hopeful sign" that the two religions "will gradually get together and will thus jointly work for the promotion of the world's civilization." In fact, the Buddhist attitude seems tantamount to an invitation, expressed in the ceremonious welcome given to the Christian delegates. Phalanxes of children marching with banners featured street parades, private homes were opened, and when the hall in which the convention was to have been held was destroyed by fire, the authorities tendered the use of the

Imperial Theater, in which all the sessions were held. Such a display of cordiality, of course, could not but warm the hearts of the Christian delegates, and one American was so moved, it is reported, that he voiced the opinion that the two religions might one day work together in the common interests of humanity. This sentiment is entirely out of consonance with that of more deliberate critics, one of whom thinks that such an effort to show appreciation of the hospitality and to win the cooperation of prominent non-Christian Japanese tended to weaken the "Christian testimony" of the convention.

But whatever other effect the great gathering may have had on the Nipponese hosts, it left them at least with the hope that they may yet receive the racial recognition denied them at Versailles and suppressed at Geneva. Viscount Ichida, the Foreign Minister, addressed the convention, saying that wisdom and courage are needed to bring peace and harmony to the nations in the age of liberty and progress, "when the people of all nations should meet on a plane of equality and justice." In response to this spirit, the convention adopted a platform for

world brotherhood, affirming an unshaken belief in the solidarity of the human race and the conviction that "any conception of racial or national integrity that ignores this basic fact imperils the security of the world." Such an expression, it is observed, must have been gratifying to the Japanese delegates, and one

Japanese editor is hopeful enough to think that as Christianity is based on universal love and on liberty and equality, a change may come over the American views regarding the California question. But another skeptically remarks that in America Christianity is only a "lip philosophy," while "Japan is a non-Christian 'Christian' country."

While there were many helpful features of the convention and some inspiring addresses, says *The Missionary Review of the World* (New York)—

"There was unfortunately too much compromise with 'heathenism' in the desire to be friendly with Japan. One of the Japanese who helped to finance the convention, when invited to address the delegates, made it clear that he was not a Christian, and that his interest in the occasion must not be interpreted as loyalty to Christ. At a luncheon, given by a

friendly Buddhist to about 100 foreign delegates, a Buddhist speaker referred to the 'Resolutions on International Relations' passed by the convention as reading 'like a new Bible.'

"In response one of the officers of the convention expressed the belief that the day is fast approaching when Christians will clasp hands with Buddhists in a united effort to uplift mankind. He then moved that Baron S— (an unconverted Buddhist) be elected an honorary member of the World's Sunday-school Association.

"Such an attitude may help to break down barriers between Christians and non-Christians, but compromise and a lowering of standards can never help forward the cause of Christ in the world, and are unworthy of his loyal followers."

No such menace is observed by the Tokyo *Nichi-nichi*, which thinks that "all this is a hopeful sign that the believers of different religions of the various countries will gradually get together and will thus jointly work for the promotion of the world's civilization." But it does not seem to native thinkers that Japan will ever be brought within the fold of Christianity. Her attitude toward the younger religion is revealed in her response to the missionary appeal, advises *The Japan Advertiser* (Tokyo).



Photo from Asahi.

### JAPAN'S "RELIGIOUS TOLERANCE."

Buddhist children going forth in thousands with banners to welcome delegates to the International Sunday-school Convention at Tokyo.

During the sixty years since the opening of the former hermit nation, "less than one-half of one per cent. of the total population of the country have embraced Christianity. Less than half of that half per cent. belong to the Protestant branches of the Christian Church from which the convention is drawn." And as to whether this is a "polite but explicit No" to the Christian appeal, opinion differs. It must be remembered that for sixty years "Japan has been dazzled and engrossed with the material miracles that the West displayed to her eyes."

On the other hand, she "has inherited a Buddhist faith of which the ethical content is of high value while it predisposes the minds that have been saturated by its principles to impugn the Christian philosophy of vicarious sacrifice and atonement." Therefore, the missionary must be able to cope with his opponents intellectually, "and successful work in this field demands great qualities of mind as well as of heart." Hence, in so far as the convention brought the problem home to the leaders of the Church, says this English Tokyo newspaper, "it can be expected to strengthen the agencies which are laboring to bring Japan to Christianity." But *The Herald of Asia*, which is quoted by other papers, thinks that the convention has done nothing "to awaken renewed interest in the religion of Christ among our peoples."

From the general testimony it concludes, in short, that Buddhism "is ready to welcome Christianity as a colleague in cooperation for the spiritual good of the people," and "if that takes place, Christianity will have a chance of a permanent share in the molding of the spiritual life of the Japanese race. As an uncompromising rival of Buddhism, its future prospect does not seem assured."

## ARE WE OVERDOING "SAFETY FIRST"?

THE "SAFETY-FIRST" IDEA has been the subject of so much propaganda that we are in danger of making it a fetish, thinks *The Homiletic Review* (New York), which goes on to say that it "has corrupted many a man and cheapened many an issue." In the recent election we might have been spared "the spectacle of having all kinds of men

with all kinds of ideals pose as the veritable saviors of society," since "justice and freedom and truth and goodness are issues big enough for any campaign." Why, then, "must we fall back into the mud-holes of safety—safety for one interest or another?" Where the thought of self is always put first "strong men will be scarce," and when men try first to obviate all danger and risk, "little pioneer work will be possible." At present, says the editor of *The Homiletic*, the "safety-first" principle is so widely spread that it includes all things—the money of estab-

lished interests, the affairs of labor, the new world outlook, the Constitution, the state—to the detriment of new ventures into truth. And he continues:

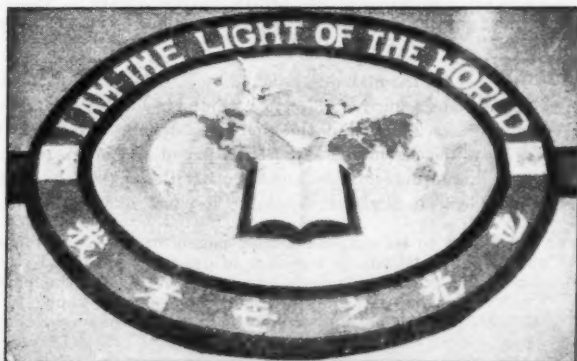
"Some even dream of making the world safe. We must be getting old and weak thus to mistrust the new. Radicalism has got on the nerves of a frightened generation, as tho it were a terrible, unheard-of innovation. The newspapers avoid and distort subjects because they are 'unsafe.'"

"The pulpits, the schools, the colleges are never at their best when they avoid the open light of day. All worthy things involve danger. . . . And any preacher whose preaching is 'safe' (we have known of cases where that was the main consideration in the choice of candidates!) has missed the prophetic note. We associate prophecy with courage and danger, not with softness of words; speaking soft, somnolent things is a sure



A FIERY WELCOME TO THE SUNDAY-SCHOOL DELEGATES

The new Tokyo Convention Hall was burned to the ground the day before the first session of the convention.



BEFORE AND AFTER THE FIRE.

On the left is the illuminated sign behind which the fire started, and on the right a piece of statuary representing "Christ Blessing the Children of the World," the only thing not destroyed.



way of cheapening the profession which, above all others, should show men the way into new and untrodden worlds of truth.

"There is a very serious danger just now of making a fetish of safety."

### IS THE JEW CONVERTIBLE?

**C**HRISTIAN ATTEMPTS to convert the Jew are bitterly resented by leaders of that race, some of whom regard such a program as an unwarranted interference and outrage. Particular notice is now being taken of the announcement that the Presbyterian Board of Home Missions has established in New York a Department of Jewish Evangelization, with an appropriation of \$185,000, and that, under the leadership of Dr. John Stuart Conning, a campaign is progressing to proselytize the children of Israel. Some wrathful rabbis inveigh in strong terms against the movement, but Dr. Stephen S. Wise, one of the leading rabbis in New York, looks upon the Presbyterian effort at proselytism more as a challenge to restore Jews to their own faith than as a movement seriously to be feared. He is reported in the New York Times to have declared of his people that—

"Tens of thousands of them are not even Jews in name. They are for the most part a liability to the Jews. We are not to be disturbed if some Presbyterians attempt to convert the Jews. I am concerned, however, with 'un-Jewishness' in New York. . . . Our business is not to argue with those who would convert us, but with the thousands, the tens of thousands, who are selling their birthright for a mess of pottage. After we have given our children keys to the well-stuffed deposit-vaults we cheat and rob them of their spiritual heritage. . . . We are in danger of becoming a bookless, Godless, Sabbathless people."

But the Rev. Dr. Rudolph Grossman is outspoken in his condemnation of the plan to proselytize his fellow Hebrews. He holds up for ridicule the record of two associations formed in England for the conversion of Jews to Christianity, and he is quoted in the press as saying that in 1914 "these two organizations expended £45,000, equal at that time to \$225,000 of American money, and only succeeded in converting twenty-five Jews. Think of it, \$225,000 for twenty-five Jewish souls!" Dr. Grossman is confident that—

"The Jewish faith that has survived Egyptian Pharaohs, Russian Czars, and Spanish inquisitors for the last 5,000 years shall live on. Why should a Jew be converted to the Christian faith?"

"I have the highest admiration for Christian missionaries who go among the ignorant races, who go among the wretched people of the Eastern countries and give them schools, colleges, teachers, and nurses; who serve gratuitously and at great self-sacrifice, and who are the only force of hope for the wretched population."

"To them we give unstinted praise. They should confine their activities there and not dare to foist their own religious ideas on intelligent men and women who already possess an intelligent religion."

The Chicago Israelite thinks that Dr. Conning has "a stupendous task before him." And it would be well for him, in the opinion of this journal, if he would recall the words of his own townsman, Dr. Rosenau, who said: "Before they can become Christians the conversionists must change the Jews' whole nature, blot out their entire past, extending over centuries, and recast the philosophy giving shape to their lives." So,

"It will be interesting to note the progress of the Conning campaign and compare its results with that of the Union of American Hebrew Congregations—one conducted by learned and enthusiastic missionaries intent on winning Jews to Christianity, the other directed by laymen and laywomen, striving to stamp out indifference, setting forth the spiritual needs of Israel with a view to reviving Judaism where it is dormant, and stimulating respect for the ancient faith in the rising generation."

### THE CANNIBAL'S SUBSTITUTE FOR RELIGION

**R**ELIGIOUS CONSCIOUSNESS is generally supposed to be innate among all races and tribes, but Prof. Richard L. Garner, a director of the Smithsonian Institution's recent expedition to the French Kongo, finds that the Pangwes, an incorrigibly cannibalistic tribe, acknowledge no deity and believe that everything which presents the least element of mystery is explainable by witchcraft. They are a purely materialistic people, without sufficient powers of abstraction to conceive of spirit as a thing apart from matter, nor of anything else than the natural organs of sensation fail to perceive. *Buiti* is the highest native conception of a beneficent being, says this authority in *The Forum*; but this being is only human, armed with the natural agencies of *monda* or "medicine"; and *Nyakwa*, who is also human, is the most definite conception of an evil genius. The good services of the one are procured through a ritualistic ceremony which has no connection with any religious emotion, and tribute forestalls the malign influences of the other. In general, the life of the Pangwes is taken up merely with the exactions of the day. Their belief in witchcraft, says Professor Garner, has no religious aspect. Its secret is knowledge. The wise men of the tribes know the medicinal and poisonous properties of certain herbs, and how to use them for a desired effect. The powers of a witch are limited only by the knowledge of such secrets and the ability to obtain the required ingredients of *monda*. The "medicine-man," called *aganga*, uses this knowledge as does any other "medicine-man" familiar to tradition, and often takes the rôle of *Buiti*, just as an actor may change rôles on the stage. As *Buiti* he uses his information to discover and avert impending sickness, death, or misfortune, combining his knowledge of medicines with a certain detective ability which enables him to discover the evil designs of others and thus frustrate them. The simple fact, then, "is that the ceremony of *Buiti* is a clever bit of detective work, well planned and well executed." And "to savage society *Buiti* is as important as police courts are to civilization, and, all things considered, far less corrupt than most of them are." *Nyakwa*, the evil being, is mortal, tho he never dies; is vulnerable, tho no one ever tries to wound him. He seems to be related to other concepts of the ignorant mind, for—

"Those who claim to have seen him say that he is neither white nor black nor yet the color of a mulatto, but of a pale grayish-yellow hue like that of dead grass. He wears no clothing whatever except the skin of a dead serpent about his waist. He lives in the marshes of the jungle and never leaves them except at night; then he often steals into the villages under cover of darkness and usually when it is stormy. Silently and without giving pain at the time, he gnaws at the heart, sucks the blood, and blows his fetid breath into the faces of his victims, without leaving any mark. All this is done while the victim sleeps."

Remedy for the maladies inflicted by *Nyakwa* is found in conciliating him by paying *mpago*, or tribute, to him with long and imposing ceremony, and the writer, who has twice been the object of the ceremony, says that "pagan tho it be, no man who sees and understands it can scoff at the piety of its intent nor condemn it as vile or vicious." In short, and—

"reduced to its simplest terms, paganism, as found among the tropical Africans, is a system of dealing with evils by placating the medium through which it comes. To the pagan mind everything that moves without the agency of known force is supposed to have life, consciousness, and autonomy. Every phenomenon that he doesn't understand is ascribed to *mbuini* (mystery), but not to deity, supreme or supernatural. No pagan prayer is inspired by love, reverence, or gratitude nor addressed to a deity. No pagan asks for grace or blessings from any source. Fear alone inspires his prayers, and they are always addressed to the thing he fears."

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# CURRENT - POETRY

**T**WO significant poems by W. B. Yeats appear in the *London Nation*. One of them deals in tone of veiled prophecy with the present day. Mr. Yeats, it will be remembered, was practically silent during the war, tho in a little verse he did recommend that mere poets had better keep silent and leave the game to statesmen. Maybe he repents of his advice:

## THE SECOND COMING

BY W. B. YEATS

Turning and turning in the widening gyre  
The falcon can not hear the falconer;  
Things fall apart: the center can not hold;  
Mere anarchy is loosed upon the world,  
The blood-dimmed tide is loosed, and everywhere  
The ceremony of innocence is drowned;  
The best lack conviction, while the worst  
Are full of passionate intensity.

Surely some revelation is at hand;  
Surely the Second Coming is at hand.  
The Second Coming! Hardly are those words out  
When a vast image out of Spiritus Mundi  
Troubles my sight: a waste of desert sand;  
A shape with lion body and the head of a man,  
A gaze blank and pitiless as the sun,  
Is moving its slow thighs, while all about it  
Wind shadows of the indignant desert birds.

The darkness drops again, but now I know  
That twenty centuries of stony sleep  
Were vexed to nightmare by a rocking cradle,  
And what rough beast, its hour come round at last,  
Slouches toward Bethlehem to be born?

HERE Mr. Yeats recalls two of the Irish "poet martyrs" who were among the first of Sinn Fein to strike for the freedom of Ireland.

## THE ROSE-TREE

BY W. B. YEATS

"Oh, words are lightly spoken,"  
Said Pearse to Connolly,  
"Maybe a breath of politic words  
Has withered our Rose-tree;  
Or maybe but a wind that blows  
Across the bitter sea."

"It needs to be but watered,"  
James Connolly replied,  
"To make the green come out again  
And spread on every side,  
And shake the blossom from the bud  
To be the garden's pride."

"But where can we draw water,"  
Said Pearse to Connolly,  
"When all the wells are parched away?  
Oh, plain as plain can be  
There's nothing but our own red blood  
Can make a right Rose-tree."

INSPIRATION for the following might have been found in to-day, but they come from an indefinite past. They are unpublished poems found among the papers of Swinburne at "The Pines" after his death. The *London Mercury*, which now publishes them, received them, it says, from Mr. T. J. Wise.

## A REMINISCENCE

BY A. C. SWINBURNE

The rose to the wind has yielded: all its leaves  
Lie strewn on the graveyard grass, and all their light  
And color and fragrance leave our sense and sight  
Bereft as a man's whom bitter time bereaves  
Of blossom at once and hope of garnered sheaves,  
Of April at once and August. Day to night  
Calls wailing, and life to death, and depth to height,  
And soot upon soul of man that hears and grieves.

Who knows, tho he see the snow-cold blossom shed,  
If haply the heart that burned within the rose,  
The spirit in sense, the life of life be dead?  
If haply the wind that slays with storming snows  
Be one with the wind that quickens? Bow thine head,  
O Sorrow, and commune with thine heart: who knows?

## A FEBRUARY ROUNDEL

BY A. C. SWINBURNE

The heavy day hangs in a heaven of lead,  
Sick-hearted, like a blind hurt beast astray  
On paths where light scarce lightened ere it fled  
The heavy day.

The hollow darkness holds the light at bay;  
Cloud against cloud, reluctant, yet makes head:  
Hour against hour, wing-broken, yet makes way.

Time hath no music in his darkling tread,  
The wind no heart to wail, the sun no sway,  
Ere night with starry shadow swathes her dead,  
The heavy day.

THE delightful archness of Miss Millay is revealed in two little poems in a volume, "A Few Figs from Thistles" (Frank Shay, New York):

## TO THE NOT IMPOSSIBLE HIM

BY EDNA ST. VINCENT MILLAY

How shall I know, unless I go  
To Cairo and Cathay,  
Whether or not this blessed spot  
Is blest in every way?

Now, it may be the flower for me  
Is this beneath my nose:  
How shall I tell, unless I smell  
The Carthaginian rose?

The fabric of my faithful love  
No power shall dim nor ravel  
While I stay here,—but, oh, my dear,  
If I should ever travel!

## DAPHNE

BY EDNA ST. VINCENT MILLAY

Why do you follow me?—  
Any moment I can be  
Nothing but a laurel-tree.

Any moment of the chase  
I can leave you in my place  
A pink bough for your embrace.

Yet if over hill and hollow  
Still it is your will to follow,  
I am off: to heel, Apollo!

THIS one to a happy marriage of the old ballad form with more modern feeling than the earlier verses show:

## SHE IS OVERHEARD SINGING

BY EDNA ST. VINCENT MILLAY.

Oh, Prue she has a patient man,  
And Joan a gentle lover,  
And Agatha's Arth' is a hug-the-hearth,  
But my true love's a rover!

Mig, her man's as good as cheese  
And honest as a brier,  
Sue tells her love what he's thinking of,  
But my dear lad's a liar!

Oh, Sue and Prue and Agatha  
Are thick with Mig and Joan!  
They bite their threads and shake their heads,  
And gnaw my name like a bone:

And Prue says, "Mine's a patient man,  
As never snaps me up,"  
And Agatha, "Arth' is a hug-the-hearth,  
Could live content in a cup."

Sue's man's mind is like good jelly—  
All one color, and clear—  
And Mig's no call to think at all  
What's to come next year.

While Joan makes boast of a gentle lad,  
That's troubled with that and this:  
But they all would give the life they live  
For a look from the man I kiss!

Cold he slants his eyes about,  
And few enough's his choice,  
Tho he'd slip me clean for a nun, or a queen,  
Or a beggar with knots in her voice.

And Agatha will turn awake  
When her good man sleeps sound,  
And Mig and Sue and Joan and Prue  
Will hear the clock strike round,

For Prue she has a patient man,  
As asks not when or why,  
And Mig and Sue have naught to do  
But peep who's passing by.

Joan is paired with a plutterer  
That bastes and tastes and salts,  
And Agatha's Arth' is a hug-the-hearth,  
But my true love is false!

MRS. CONKLING needn't be apprehensive when she sees that Mr. Yeats still finds his old roses of use in his newest verse. Little Hilda can join the procession even tho her mother's agitation leaves lines unfinished. *Contemporary Verse* (December, Philadelphia), prints this:

## TO HILDA OF HER ROSES

BY GRACE HAZARD CONKLING

Enough has been said about roses  
To fill thirty thick volumes:  
There are as many songs about roses  
As there are roses in the world  
That includes Mexico . . . the Azores . . .  
Oregon . . .

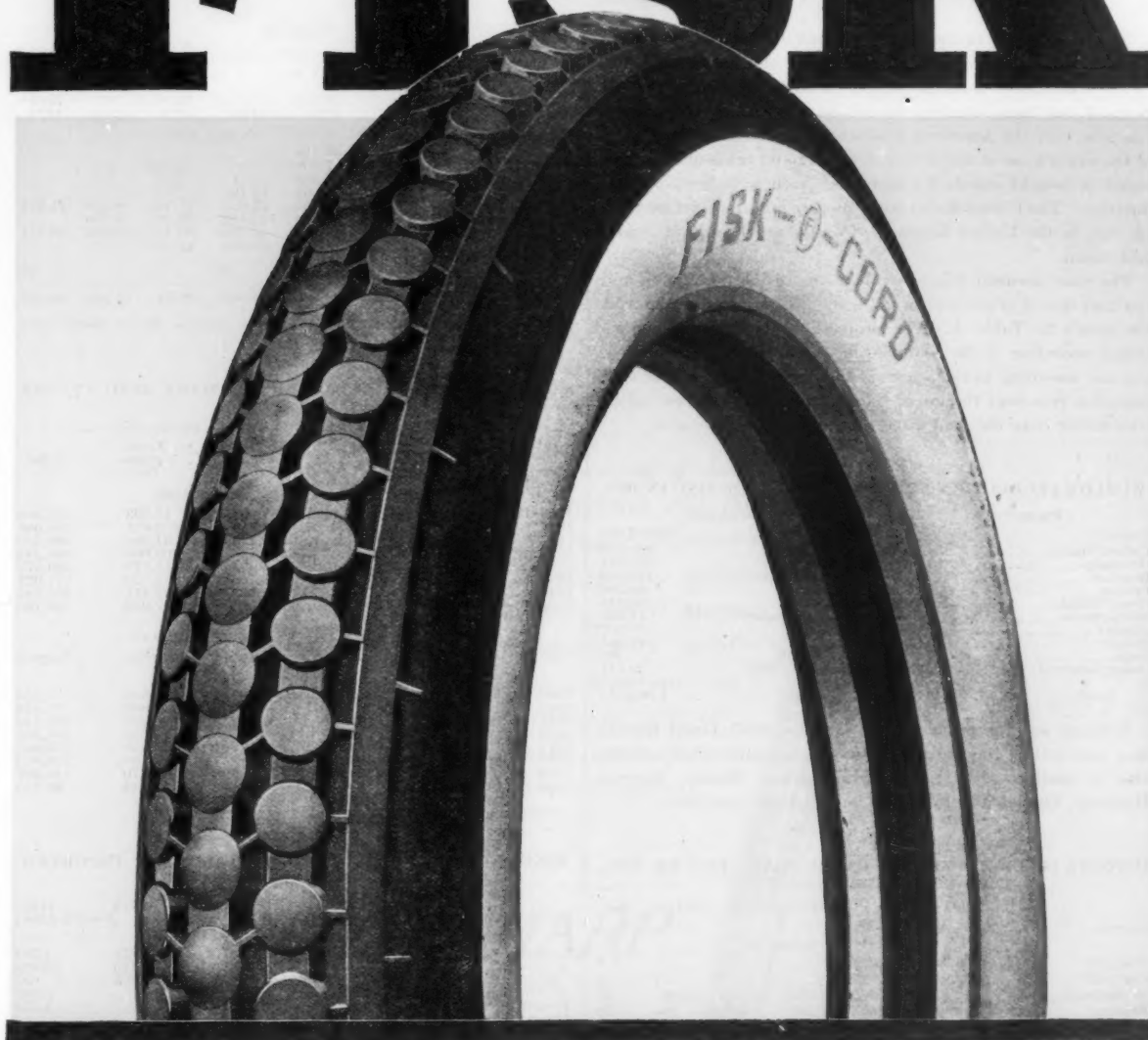
It is a pity your roses  
Are too late for Omar . . .  
It is a pity Keats has gone . . .

Yet there must be something left to say  
Of flowers like these!  
Adventurers,  
They pushed their way  
Through dewy tunnels of the June night . . .  
Now they confer . . .  
A little tremulous . . .  
Dazzled by the yellow sea-beach of morning . . .

If Herrick would tiptoe back . . .  
If Blake were to look this way . . .  
Ledwidge, even!



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# WORLD-WIDE-TRADE-FACTS

## ZINC TRADE OF THE WORLD

(Commerce Monthly)

**A**S A RESULT of the war the United States has become the leading source for the world's zinc. Belgium and Germany used to supply most of the international demand, but these countries are not now able to produce zinc to compete with the American product. Since about 80 per cent. of the world's use of zinc is in galvanizing and brass-making, the metal is bought chiefly by countries with well-developed industries. The United States consequently finds its chief markets for zinc in the United Kingdom, Continental Europe, Canada, and Japan.

The most accurate figures available as to the production and consumption of crude zinc in 1913, the last year before the war, are shown in Table A. The production statistics are apportioned according to the countries in which the ore was smelted, and not according to the source of the ore. The figures for consumption represent the use of the metal in the countries' industries rather than the final disposition of the zinc products.

TABLE A

### WORLD'S PRODUCTION AND CONSUMPTION OF ZINC IN 1913

PRODUCTION		CONSUMPTION	
Country	Short Tons	Country	Short Tons
United States.....	346,676	United States.....	295,370
Germany.....	312,075	Germany.....	255,734
Belgium.....	225,112	Great Britain.....	214,508
France.....	74,835	France.....	89,286
Great Britain.....	73,020	Belgium.....	84,216
Netherlands.....	26,811	Austria-Hungary.....	44,533
Austria.....	21,504	Russia.....	36,707
Russia.....	11,574	Italy.....	12,015
Italy.....	25,810	Netherlands.....	4,409
Other countries.....		Other countries.....	29,541
Total.....	1,117,417	Total.....	1,066,319

Belgium was the principal zinc exporter, while Great Britain was, and still is, the leading buyer of unmanufactured metallic zinc or spelter, as it is otherwise known. Russia, Austria-Hungary, France, and Italy also bought large quantities.

TABLE B

### IMPORTS OF CRUDE ZINC IN CAKES, SLABS, BLOCKS, ETC., INTO THE UNITED KINGDOM

Country	1909-13 (5-Yr. Avcr.)	1914	1915	1916	1917	1918
			(In Short Tons)			
Belgium.....	56,214	30,589				4
Germany.....	53,997	37,510				
Netherlands.....	12,279	13,652	14,482	4,115	3,016	17
France.....	6,605	3,565	2,201	662	93	10
United States.....	6,158	39,276	51,829	43,631	57,222	56,554
Japan (including leased territories in China).....		116	1,325	4,778	20,054	7,897
Other countries.....	3,805	5,054	13,628	6,540	4,853	7,353
Total.....	139,148	129,762	83,465	59,726	85,238	71,835

TABLE C

### EXPORTS OF UNMANUFACTURED ZINC FROM BELGIUM IN 1913

Country	Amount (In Short Tons)	Per Cent. of Total
Great Britain.....	75,286	39
France.....	37,799	19
Germany.....	31,930	16
Netherlands.....	13,994	7
Russia.....	4,289	2
Italy.....	3,691	2
Japan.....	3,264	2
Canada.....	3,006	2
Other countries.....	21,254	11
Total.....	194,513	100

TABLE D

### EXPORTS OF ZINC CONCENTRATES FROM AUSTRALIA FROM 1913 TO MARCH 31, 1919\*

Country	1913	1914-1915	1915-1916	1916-1917	1917-1918	1918-1919
		(In Short Tons)				
Belgium.....	333,790	53,250				
Germany.....	92,970	7,808				
Netherlands.....	55,566	3,584				
France.....	30,525	6,269	15,797			
United Kingdom.....	21,286	22,655	21,023	47,564	6,126	41,975
United States.....		41,384	123,782	39,491	6,616	
Japan.....			42,292	80,431	50,624	38,471
Canada.....			3,590	12,189		
Union of South Africa.....			78			23
Total.....	534,137	134,950	206,562	179,681	63,366	80,469

\* Figures for 1913 for calendar year, later figures are for fiscal years ending March 31.

TABLE E

### SUPPLY AND DISTRIBUTION OF PRIMARY ZINC IN THE UNITED STATES

Year	PRODUCTION		Total
	From Domestic Ore	From Foreign Ore	
	(In Short Tons)		
1909-13 (5-year average).....	283,007	16,293	299,300
1914.....	343,418	9,631	353,049
1915.....	458,135	31,384	489,519
1916.....	564,338	104,005	668,343
1917.....	584,597	84,976	669,573
1918.....	492,405	25,522	517,927
1919.....	452,272	13,471	465,743
1920 (first 6 months).....	251,065	7,043	258,108

Year	Consumption	STOCKS ON HAND		Exports
		Dec. 31	Imports	
		(In Short Tons)		
1909-13 (5-yr. aver.).....	286,377	17,740	5,848	14,554
1914.....	299,983	20,095	880	74,510
1915.....	364,855	14,253	904	131,410
1916.....	459,317	17,598	684	206,365
1917.....	413,643	53,721	257	220,064
1918.....	423,792	41,241	35	106,650
1919.....	323,964	36,793	70	146,297
1920 (first 6 months).....	175,268	*29,892	13	89,754

\* On hand June 30.

TABLE F

### ZINC CONTENT OF ZINC ORE AND CALAMIN IMPORTED INTO THE UNITED STATES

Country	*1910-14 (5-yr. Avcr.)	†1918	†1919	†1920 (First 8 Mos.)
		(In Short Tons)		
Canada.....	3,090	5,173	3,878	1,581
Mexico.....	14,852	18,426	11,225	10,688
Chile.....	1,377	1,149	1,902	632
Australia.....				3,852
French Africa.....				1,224
Other countries.....	834	61	4	4
Total.....	20,153	24,809	17,009	17,981

\* Fiscal years ending June 30.

† Calendar years.

TABLE G

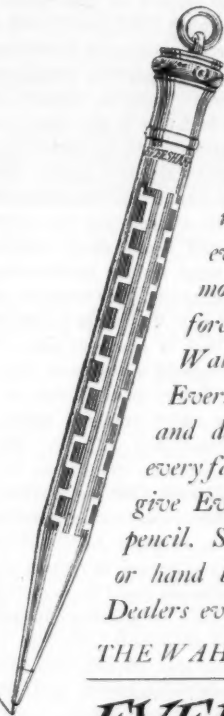
### ZINC SLABS AND SHEETS EXPORTED FROM THE UNITED STATES

Country	*1910-14 (5-Yr. Avcr.)	†1918	†1919	†1920 (First 8 Mos.)
		(In Short Tons)		
Belgium.....	20		3,725	3,965
Denmark.....		311	908	692
France.....		35,513	34,493	24,768
Italy.....		7,667	12,091	1,381
Norway.....	41	342	869	149
United Kingdom.....	5,682	35,274	59,489	68,253
Canada.....	4,601	8,048	3,746	1,618
Mexico.....		1,762	1,013	503
Argentina.....		8	735	861
Brazil.....		6	682	591
Japan.....		485	5,298	20,043
British South Africa.....			2,097	1,297
Portuguese Africa.....			659	222
Other countries.....		262	2,508	2,973
Total.....	11,176	100,313	141,764	109,232

\* Fiscal years ending June 30.

† Calendar years.

Every  
Giver

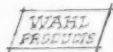


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# PROBLEMS OF DEMOCRACY

Prepared for THE LITERARY DIGEST and especially designed for School use

## RAILWAY TRANSPORTATION

OUR GREAT-GRANDFATHERS loved to ask, "Who hit Billy Patterson?" and laugh. A wonderful contrivance, then new and ridiculous, had hit Billy—a monstrosity called a locomotive—and a locomotive handed down from Billy's day is now on exhibition at the Grand Central Terminal in New York. But not one visitor in a hundred remembers Billy, so numerous and so important are the things steam transportation has since hit—among them, politics, industry, trade, finance, and the security of human life.

At the outset of their career, Congress looked upon railroads as an unmixed blessing and, to hasten their growth, gave them enormous awards of land from the public domain. Prof. Charles Lee Raper, of the University of North Carolina, tells us in his book on "Railway Transportation" that "the total grants made by the National Government, indirectly through the States, 1850-62, directly 1862-71, constituted the vast area of 160,000,000 acres—a territory as large as that of a number of the average-sized States together. In a number of instances a virtual money grant was made." Moreover, "the railway had from the beginning a peculiar right and privilege—that of eminent domain, to force the sale of property for its roadway."

As might have been foreseen, the railroads behaved like spoiled children, and many and grievous were the sins laid to their charge. They would favor large shippers, to the embarrassment, if not the ruin, of small shippers, through a device known as the rebate. To stifle protest, they showered lawmakers, newspaper men, and other makers of opinion with free passes. They had their paid lobbyists at State capitals and at Washington. Enjoying practical immunity from adverse legislation, they became a factor in the upbuilding of monopolies. By forming combinations among themselves, they could fix rates that held commerce and industry by the throat.

Eventually, the worm turned. In "Railroad Traffic and Rates," by Prof. E. R. Johnson and Grover G. Huebner, of the University of Pennsylvania, we are told that "in 1887 the Federal Government enacted the Interstate Commerce Law; in 1897 the Supreme Court applied the Sherman Antitrust Act to railroads; in 1903 the Elkins Antirebating Law was enacted; in 1906 the Hepburn Rate Act virtually amended the original Interstate Commerce statute. Meanwhile, the various State governments have created railroad commissions and enacted regulating statutes. The State and Federal courts have also increased their scope of control.

To-day, as Professor Beard, of Columbia University, informs us in "American Government and Politics," Federal regulation provides that "All charges for services in connection with transportation of passengers or property must be just and reasonable; no common carrier can grant free passes or free transportation except to certain specified persons and institutions; and railroad companies are forbidden to transport commodities in which they have a direct property interest, except timber and its products. They can not grant rebates, drawbacks, and special rates, thus discriminating and making lower charges to some persons than to others for similar services; they can not give any undue or unreasonable preference to any particular person, company, corporation, or locality; and they are forbidden to make arrangements for pooling freights of different and competing railways, or for dividing among themselves the net proceeds of the earnings of such roads."

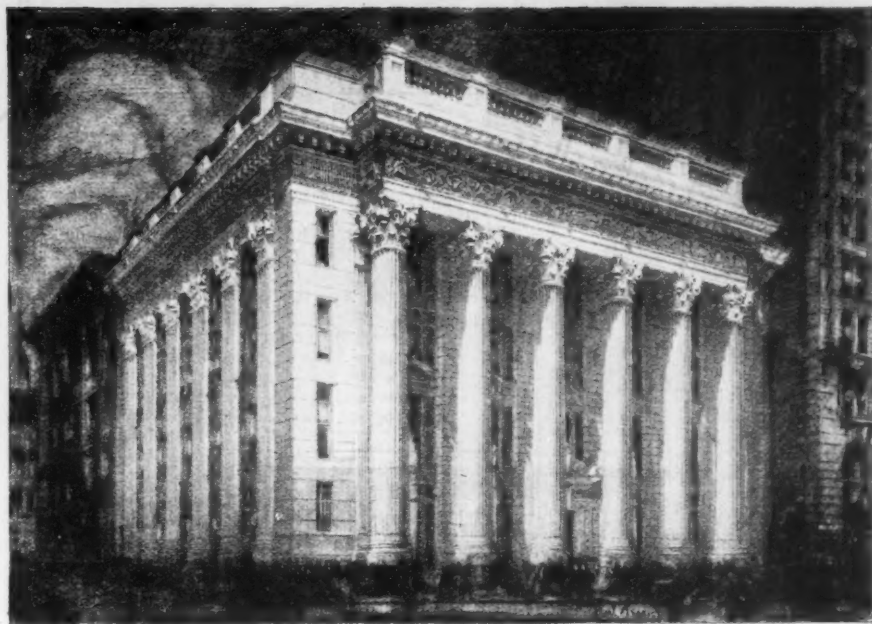
In the main, accordingly, the long-drawn battle between the United States and America and its railroads may be regarded as

finished. But does it follow that, as a result of the drubbing they received, our railroads are giving us the service we have a right to expect? Mr. Samuel O. Dunn, editor of *The Railway Age Gazette* and lecturer at Northwestern University, finds many faults remaining and discusses them from the citizen's point of view in his treatise on "The American Transportation Problem." We read, for example, that—

"During the fiscal year ending June 30, 1911, 10,396 persons were killed and 150,159 injured on the railways of the United States. In 1907 the number killed was 11,839, and the number injured 111,016. There is a common impression that our railway-accident record has been growing steadily worse. This, at least, is not true. There is, however, no room for question that the record is still very bad. It is the worst made by the railways of any first-class country"—a national disgrace, so regarded not only by the public, but by the American Railway Association. Says Mr. Dunn, "the American Railway Association has developed a code of operating rules which, if employees would obey them, would make most accidents impossible. There are, however, some serious shortcomings in the rules used. The block-signaling rules, for example, are not as nearly uniform as they should be. Trainmen often go from the employ of one road to that of another; and owing to this lack of uniformity, and consequent mistakes on their part, accidents sometimes result. There are places where as many as three railways are operating under trackage rights over the same track under three different sets of rules. The danger of this is plain. Sometimes, too, the companies have good enough rules but impose requirements for the movement of trains that make it very difficult for employees at once to meet these requirements and obey the rules."

For a long time, it was argued in certain circles that all the shortcomings of our railroads could be remedied by government ownership—or, failing that, by government operation. To-day, one seldom finds these arguments advanced with the old-time confidence. During the war, government operation was tried. Few Americans apparently wanted it continued—few, that is, except among the self-confessed, thoroughgoing foes of capitalism—and the average citizen, as represented by the organs of public opinion, appears readier than ever to accept the views of Professors Johnson and Huebner when they declare:

"We believe the following facts make themselves fairly clear throughout the history of State management: (1) That government operation of railways has, with few exceptions, not paid all of its expenses. (2) That government operation, tho a burden to the citizens as taxpayers, has not supplied them with particularly excellent service. (3) That government operation has not been especially cheap. (4) That government operation, to be efficient, presupposes a highly centralized, powerful, intelligently active administration—which the people of the United States have at present no desire to possess. (5) That government operation is not needed to supply the lack of railway facilities. Private capital can alone and unaided do it. (6) That government operation is not needed to correct the abuses of private operation. (7) That government operation could have no possible defense except that of political and social ambition—the ambition of the State to become wider, greater, and more powerful in all phases of the life of the people, to perform services which private enterprise under State supervision could perform just as well and perhaps much more efficiently. Its only possible defense would be socialism."



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Column Capital and Entablature



Acanthus

Detail from base of column, showing modeling of this decorative leaf motif which was often used in conjunction with the Corinthian Order.

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## THE NINE-YEAR-OLD BOY WHO PLAYS SUPER-CHESS

**W**HEN SAMMIE RZEZEWSKI'S father's linen business at Lodz, Poland, ceased because of the war, the senior Rzezewski spent much of the ensuing leisure time playing chess with his cronies. Sammie watched his middle-aged parent assiduously, and in the summer of 1917, when the boy had attained the mellowed maturity that goes with five years he asked to be allowed to play a game. Within a week he was able to beat his father, and in six months he had challenged and beaten the champion chess-player of Poland. When the armistice was signed, it occurred to Father Rzezewski that, as he could not resume his linen business for some time, it would not be a bad scheme to travel around with Sammie, the boy wonder, and exhibit him as a chess champion. So Sammie and his father and mother toured Europe, the boy meeting all comers in chess in Bulgaria, Roumania, Vienna, Berlin, Constantinople, and finally Paris. Sammie was unbeaten and won nine medals, but the venture was not much more than paying expenses. Money wasn't as plentiful in Europe as it once was, and the Rzezewskis finally decided to come to America, which they did a short time ago. The boy champion's chess experiences on the other side

have thus far been repeated in this country. In a number of tournaments, where Sammie has usually played twenty games simultaneously, he has defeated all opponents with only three or four exceptions. At West Point Military Academy he won nineteen out of twenty simultaneous games, the twentieth resulting in a draw. Beyond his phenomenal ability as a chess-player there seems to be nothing extraordinary about this eight-year-old youngster. He is much like any other boy of his age. While he appears undersized to an American, he is said to be the usual size of a Polish-Jewish child of eight. Fred B. Pitney describes him further in the *New York Tribune*:

His head is flat on top and wide above the ears, while his chin is small and pointed. His eyes are small, bright, and shrewd, his features are small, and his expression is in some ways older than his father's, who is stout, bearded, and jovial. But we are all familiar with the prematurely sophisticated children on the East Side, and that seems to be the type of the Rzezewski family. Sammie's carriage suggests that he has a slight double curvature of the spine.

The boy has never been to school. Nevertheless, Sammie speaks Yiddish and German, has a word or two of French, and is beginning to learn English. He understands English better than he speaks it. He reads Yiddish fluently and German without a great deal of difficulty. Every day he reads a chapter in the Talmud, but such parts of the Talmud as refer to the sex relations he is not allowed to read. He can write his name in Yiddish script.

He knows the relative positions of such countries and cities as he has visited, but he knows nothing of geography as children learn it from books in school. He can tell time. Ten days ago he knew the hours and half hours, and on November 12 surprised his family by knowing the quarter hours. He knows nothing of mathematics, but knows well how to drive a bargain, appreciates money values, and understands thoroughly the difference between \$5 and \$10. He is an excellent judge of time and distance, as he shows in boxing, and has an unusually good musical sense. He likes grand opera and symphonies, but has no use for jazz. He sings airs from several operas in a pleasant childish voice, but can not read music and has no acquaintance with any musical instrument.

When, with the aid of two tuning-forks, the reason for the difference in pitch of the two notes was explained to him he understood readily.

There doesn't seem to be anything abnormal about Sammie, unless his ability to play chess is abnormal. He likes to play better than to study, but he can be persuaded to study; generally it is a question of reward. But there is nothing unusual about that. His parents humor him about study and play. They try to give him his education sugar-coated, and if he doesn't want to take it it is not forced on him.

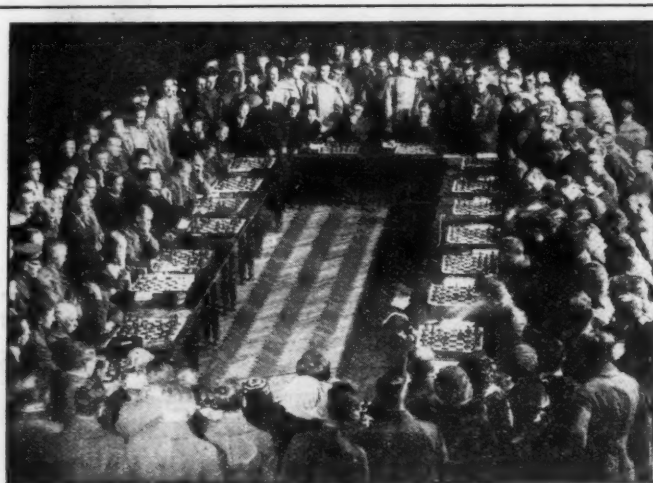
The amusements he likes best are boxing and bicycle-riding. He is crazy to see the six-day bicycle races in Madison Square Garden and his present ambition is to be a champion

bicycle-rider. He puts on the gloves with Samuel Kramer, the boy violinist. Sammie Kramer is seven and a half years old and weighs ninety-seven pounds, forty-two pounds more than Sammie Rzezewski, but Sammie Rzezewski invariably beats Sammie Kramer.

They put on the gloves in the bedroom, and little Sammie maneuvers his opponent until his back is to the bed. Then Sammie dives head first into Kramer, knocks him over onto the bed, jumps on top of him, and beats him up.

Altho he boxes under London prize-ring rules, he plays chess according to the Marquis of Queensbury. He is a good sport at chess and neither bites and gouges nor crows over a loser. Mostly, he whistles very softly while playing chess, a barely audible sibilant. If his opponent makes a bad move he is likely to ask, "Do you want to make that move?" And if the answer is "Yes," Sammie probably will give one more chance with the query, "You are satisfied, are you?" On a second affirmative reply he will shrug his shoulders with the remark, "I am sorry for you," and go on to victory. At the end of the game he knocks over the men with a sweep of his hand. That is his only evidence of triumph.

Sammie does not like to be "shown off." It is not that he is bashful or sullen, but that he has had too much of it. He is tired of the operation and people are likely to ask him too complicated questions, thinking because he plays such a wonderful game of chess he must have an advanced mind. Chess he does not talk about to any one who does not understand the game, nor will he play with any one except a good player. A new acquaintance wanted to play chess with him and got out the board and arranged the players. Sammie sat down for the



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### NINETEEN CHESS EXPERTS OF WEST POINT BEATEN BY A "KID"

"Sammie" went from one board to another, averaging a move in less than ten seconds, while each of his opponents was allowed some ten minutes to consider the next play. Only one Army player, the grizzled Colonel in the lower left-hand corner, escaped defeat—and the best he could do was a "draw."





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game, but his opponent's first move showed that he was inexperienced and Sammie closed the board and put it away.

"You don't know how to play chess," he said.

Young Rzewewski's trip to this country has started much speculation among scientists and others as to the secret of his astounding powers as a chess-player. Among other things brought to light seems to be the fact that chess phenomena are always under twelve or over seventy. Sometimes they are feeble-minded. Thus a man between sixty and seventy years old, who has passed most of his life in a Massachusetts home for feeble-minded persons, is an incorrigible chess-player and has yet to lose his first game. In this connection Mr. Pitney quotes Professor Shaw, of New York University, who believes that Sammie plays chess so well because he is a good visualizer, and, being a child, his powers of attention are greater than those of older persons with many more things in their minds to distract them. To quote Professor Shaw:

When the psychologist is called upon to explain, if he can, the mental operations of a chess or checker marvel, he can do no better than contrast these weird operations of the brain with the normal workings of the mind. Before this contrast is taken up it is well to note that among the three great types of mind in the form of memory there is the visualizing type, whereby the possessor thereof can exercise a kind of second sight which, in some cases, may appear uncanny. It is quite likely that this prodigy is a visualizer to a high degree of intensity. By means of such visualizing, which most of us employ when we try to recall a telephone number by viewing it in a sort of mental space, the child player is able to see the state of affairs upon the board as it is, as it will appear after the next move of the piece, as it must appear after a certain number of likely moves have been made.

To this art of visualizing there may be added the general function of attention, a mental faculty, so to speak, which proceeds by subjective and objective, social and historical, causes. One who has played an offhand game of checkers realizes that he is attentive to certain common situations which arise in, say, the double or single corners. As his play improves, his attention is able to embrace still others of these possible arrangements among the pieces on the board. In contrast with this simple situation in a simple game we have the attentional power of a child who is able to "size up" the totality of a complicated situation, as this is experienced in chess. Such a vital form of attention must be possessed by this youth who is performing marvels of mentality along the simple lines of vision and attention.

Still another psychological condition may operate in the special case before us. It may be stated openly by noting that defectives are often marvels at lightning calculation, piano-playing, chess, and checkers. Psychology would seek an explanation of these phenomena by citing the general case of inhibitions, as they are called. This amounts to saying that the average person, as the business man, the professional man, has many of these inhibitions—that is, ideas, problems, cares, and the like which step in and tend to destroy the special workings of the mind. In the case of the defective or the child, there are few of these inhibitions, few of these extra cares peculiar to practical life in a busy world. Thus the person with the simplified mind, as we may call it, may easily give himself up to a

set of mental operations, such as seeing, paying attention, and remembering, which are all simple enough, but which are interfered with by the common inhibitions of a mind which has many things to think about."

## PROHIBITION HAS MORE THAN DOUBLED THE VINEYARDISTS' INCOME

NOT LONG AFTER the tidings had been flashed over the land that the Eighteenth Amendment was an assured, if mournful, fact, a day-laborer in California was offered a hundred-acre vineyard by his discouraged employer at a quarter its cost, nothing down. The laborer took it in the desperate hope that he might be able to pay for it out of the 1919 crop. His neighbors grinned when they saw him toiling in the

hot sun. "Must be hard up for a job," they commented.

"Well, anyway, I have nothing to lose," retorted the man, "and I should worry." So he went on serenely about the business of raising a crop of wine-grapes as if nothing had happened to put a frazzled crimp in that business. One day some time before the crop was ready to harvest a miracle suddenly took place. Agents appeared, offering to buy wine-grapes at \$30 a ton. Our laborer friend and others who in sheer despair had stuck to their vineyards could not believe their ears. Never, even in the best of the good old days, had they received more than \$20 a ton, and \$10 had been the average. There must be some mistake. But it devel-

oped that there was no mistake. Not only did the \$30 offer stand, but it was soon raised to \$35, then to \$40, and in some districts it even ran up as high as \$50. Then the grape harvest began, and there was another increase in price, which finally reached \$70 a ton. The day-laborer who had bought a hundred acres, nothing down, sold his crop for \$25,750, paid for his vineyard, and had just \$14,250 left in the bank. Others did equally well. The wails of despair in those parts ceased abruptly and great rejoicing took their place. What was the meaning of all this? Bailey Millard tells us in an article in *Sunset* (San Francisco), entitled "Paradoxes of Prohibition." He says:

It meant just this: The enormous Latin population of New York and other large Eastern cities, clamoring for its old familiar sour wine, was willing to pay almost any price for California dried grapes to be delivered at handy stations whence they could be carried to the cellar or kitchen, soaked up with water, squeezed and the juice fermented and bottled. Then, too, there were in many smaller towns all over the East, the South, and the Middle West persons who had been drinking California wine for years and who, fed up with propaganda by thrifty middlemen, were of the same thirsty mind. They had been given formulas for the making of wine from dried grapes, and many had been led to believe that they could produce the beverage at home at a lower price than they had formerly paid to the corner grocery for California vintages. So they chipped in with other pool members, and the number of pools was so great and their membership so large that a goodly lot of capital was raked together and hung



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HE SEES THE BOARD AS IT IS AND AS IT WILL BE.

Remarkable powers of visualization, sometimes possessed by children and by "simple-minded" old people, are said by one authority to be responsible for the astounding expertness of this boy chess-player.





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up before the eyes of the amazed Californians. Big prices were offered by the pool agents because they wanted to be assured of making good not only for 1919, but for subsequent years. So our good friends, the Italian vineyardists of the red hills of Sonoma, who had been calling down the curse of God upon prohibition and prohibitionists, enjoyed a very profitable season after all, and so did the Napa grape men and the Sacramento, San Joaquin, and Santa Clara and Livermore growers of wine-grapes. And about the only people that were cursing were those of that one-half of 1 per cent. who, in their wrath, had torn up their vines and planted other and less profitable crops.

To make still more clear how much this unexpected market for their product meant to the Californian vineyardists, the writer describes conditions during the early part of 1919. We read:

Long before the Volstead Act was signed, sealed, and delivered, many vineyardists, facing the inevitable, had tried to sell out, but buyers were few, and when July 1, 1919, was inflexibly fixt as the date of the beginning of national aridity, there was a great bargain-counter offering of many of the wine-grape vineyards of the State, but where were the takers?

"We're done for," groaned the grape-growers. "We can't get out from under. We're hog-tied, gagged, and hung up by the hind legs. The whole wine industry of California isn't worth a burned match."

The newspapers, most of them feebly inclined to humidity, conceded the death of the California wine-grape industry, but were rather afraid to deplore it, as none cared to offend its dry constituency. Poets decried the passing of the vine in verse that apotheosized the true, the blushing Hippocrene and lamented the departure of the spirit of Bohemia. Ribald jinglers jested over it with atrocious rimes of "wine" and "time," and "brewing at home in the cellar alone." Bacchus, in the opinion of these versifiers and of the editorial writers of the Coast, had been given not merely a biff in the eye—he had received a body blow that had laid him low. He was all in, down and out. Wise editors of farm journals advised the uprooting of the vineyards and the planting of orchard trees in their stead. Yet somehow the vineyardists did little uprooting, and in many large districts none at all. Dazed and unbelieving, they could not visualize a vineless California. State and Federal officials had encouraged wine-grape growing and assisted the growers by practical lessons in viticulture; and now, if wine-making were to be a crime, then each of these officials, in the eyes of the vintners, was *particeps criminis*. The situation was incredible. California, producing 90 per cent. of the wine made in this country, was the hardest hit by the dry law of any State in the Union. The grape-growers could not band together to defy the law, as some of the hotheads had recommended, but they must do something. What was it?

"If we keep going this year," said the vineyardists, "we'll have 400,000 tons of grapes to sell, and who'll buy them?"

Who, indeed!

Some of the grape-growers harbored the vague hope that they would yet be allowed to make wine or have an opportunity to sell their grapes to vintners who would be permitted to do so. These men clung desperately to the idea that something would happen to relieve the situation. By these it was deemed a sort of treason to give up and sell their lands for other agricultural purposes or to uproot their vines. True some of them did quietly offer their vineyards for sale, but there were no buyers. As for the great majority of wine-grape-growers they were downcast and desperate. Cucamonga, the great wine-growing district of Southern California, was one of the most forlorn communities on the Coast.

Such was the state of the Californians in 1919 when the phenomenon of an unprecedented demand for wine-grapes came along and saved them. Of course the grape-hangers tried to take the joy out of life for the jubilant vineyardists. "But what about next year?" they gloomed. Mr. Millard answers:

In 1920 it has been the same story. In fact, the grape-growers have displayed even more confidence, and they would have been even more prosperous had there been cars enough to transport their crops. In July the growers formed an exchange, fixt prices at two to five times the preprohibition figures and went to the bat in great glee. Despite the dry weather this has been a fairly good grape year, with phenomenal profits to the grower. At this writing much of the crop has been disposed of out of hand, most of it before picking, and it would seem that the only factor militating against the grower is the freight-car shortage.

In a situation bristling with paradoxes, the strangest paradox of all has been that the commonest Zinfandel and Mission grapes

have brought the highest prices, many lots selling at \$100 to \$125 a ton, or nearly double the prices fixt by the exchange, and far beyond those ever realized before.

No secret was made by the association buying these grapes as to what they were to be used for. Everybody knew that the grapes went to make booze. To quote:

"There is no use," says the secretary of the grape-growers organization, "trying to hide the fact that this tremendous demand for our wine-grapes came from wine-drinkers in every nook and corner of the country—people who wanted to make a little wine for home consumption. It demonstrates the popularity of beverages of light alcoholic content and proves the advisability of amending the law to admit of their manufacture."

On the other hand the "drys," dismayed by the wholesale evasion of the law as represented by the amazing activity of the home vintner, declare that it argues for drastic Federal action on the red-stained cellar floors where the pressing bag, the auto-jack, and even the smuggled-in office letter-press are twisted into the service of Bacchus and Belial.

Be that as it may, the California vineyardists, from out the abysmal depths of their dry-dreading depression of the hours when everybody knew that the wine-grape industry was going to the dogs, have risen to heights of prosperity which they never dreamed of in the days of the wide-open winery. Many a high-powered automobile and not a few trips to Europe were enjoyed by vineyardists and their wives who had given up all thought of such luxuries.

Another paradox in the California situation is offered by the case of barley and hops, two products in which California had been a leader up until the advent of prohibition. These also were supposed to be threatened by the drought. At the present writing, however, barley sells for \$1.25 a bushel, tho for years previous to 1917 it averaged less than 80 cents. The demand has been largely increased by the needs of the home brewers. The same thing is true of hops. In former years this product sold for 25 cents a pound. The 1920 crop has been selling for 60 to 75 cents a pound. Mr. Millard continues:

The hop and barley men used to complain that the beer-makers were eliminating their products and using cheap substitutes, but the home-brewer demands real hops and real malt. Of course, if the Government stops home-brewing, hops and barley will be reduced to small crops; but it would seem that in any event the California vineyards are safe, for even if home vintage should be stopt by Federal ruling, the non-beverage wine, grape-juice, sirup, raisin, and table-grape industries will maintain them, and the prices will be good.

As showing how the vineyardist, provisioning the future of his industry, feels about it, there is this to be said: he is going right ahead, planting more vines than ever, or at least he will do so if he can get them to plant. For there is still another paradox in the fact that local nurserymen, scared out of business by prohibition at the outset, can not now provide vine-slips, and Europe must be ransacked for them. They will be imported in large numbers from France and other countries as soon as they can be secured, and planting will go merrily on. California will have a largely increased wine-grape acreage in 1921.

And so the bogey-man of the vineyardist is shooed away, for a time at least. But the paradox remains—more money in hand and in sight for wine-grapes in prohibition times than ever before. But then for over a year Uncle Sam has been singing, "Nobody Knows How Dry I Am." And, indeed, nobody does know or is likely to find out. There are those, however, who profess to believe that there are more people than ever bending the merry elbow and embracing the joyful flagon.

Mr. Millard mentions the further fact that tho the vineyardist is now more prosperous than ever before, he is still fighting prohibition. As we read:

He regards the big prices as adventitious and unstable and he wants to be assured of a fair income based upon the legalization of the wine industry. "Kill strong drink forever," he pleads, "but let light wines and beers be legalized. That's the only way we can play safe."

"The only way we can play safe," points out the prohibitionist, "is to prevent the manufacture of wine and beer, for if they are legalized they will reopen the saloon."

Big contract, isn't it, the job of trying to satisfy all the people all the time?



*Quite aside from the fact that Comfort, Ease, Roadability and other qualities which make for motoring charm have taken on a really new significance—as interpreted by THE LELAND-BUILT LINCOLN CAR—its creators have taken forethought, too, of a multitude of other things. They are features which the experienced motorist will recognize at once as contributing not only to enduring charm, but to simplicity, to convenience, and to utility as well.*



THE LELAND-BUILT LINCOLN eight cylinder V-type engine possesses a number of new and distinct advantages. Its staunch construction is supplemented by unusual precision in the making and the alignment of its parts. Its sturdy crankshaft is supported by five bearings of liberal dimensions, instead of the conventional three.

Its six-bearing camshaft has sixteen cams, each cam operating but one valve, without the interposal of rocker arms—avoiding the necessity for more than 100 extra parts.

The engine is lubricated by force-feed system. The oil level gauge with radiolite indicator is at the side of the engine—in plain sight.

In the ignition system, instead of only one induction coil there are two—one for each block of cylinders, insuring an intense spark at the higher speeds.

The fuel system is vacuum feed with 20-gallon tank at rear of chassis, including 2-gallon reserve. The filling tube is at right end of tank, accessible without marring the body. The quantity gauge with radiolite dial and indicator is at the left end where it is readable.

The radiator is protected by shutters which, when closed, prevent cold air being drawn through the radiator. The temperature of the cooling medium is regulated by a single thermostat in top of the radiator, the thermostat automatically opening and closing the shutters according to temperature requirements. A condenser conserves the cooling medium by re-liquefying the vapor which otherwise would pass away. There is only water pump necessary. The entire cooling system may be drained by simply turning one thumb screw.

Headlights have tilting reflectors of unusual range to direct light rays.

The chassis parts may be lubricated in about one-fourth the time usually required, a hand pressure system replacing grease cups on spring

shackles, oscillating spring seats, steering connections, brake mechanism bearings, etc.

The storm curtains, which open with the doors, are unusually snug and well-fitting. They are stored in a compartment in the back of the front seat where accessible without discommoding passengers.

Tool compartments are in base of front seat; when doors are open, a drawer at each end is accessible with no annoyance to occupants.

Front door pockets are fitted with locks.

Tonneau lamp is lighted either by opening door or by hand switch. It is attached by cord and reel, serving also as handy lamp.

A substantial carrier at rear, fitted with lock, provides for two tires.

The steering wheel swings down to facilitate entrance to and exit from front seat.

There is a ventilator in each side of the cowl.

There is a power pump for inflating tires, driven from transmission.

The gear shift is fitted with a neutral lock.

Universal key fits all locks on one car.

We could continue almost indefinitely pointing out features which mark the difference between the simple and the complex; between the convenient and the ill-contrived; between things which vex and annoy, and things which do not.

Of the features cited, many are exclusive.

Some may seem of minor import, but in the aggregate, and taken in conjunction with the more outstanding attributes, they serve to elevate THE LELAND-BUILT LINCOLN CAR above the plane of the conventional and the commonplace.

They are but added evidence of the maker's purpose to build a better, a finer, a more convenient, a more comfortable, and, in all—a more satisfying motor car.

LELAND-BUILT LINCOLN MOTOR CARS COMPRISE EIGHT BODY STYLES

LINCOLN MOTOR COMPANY

DETROIT, MICHIGAN



*An un-retouched photograph of the veteran Goodyear highway transport which holds the world's record for a trip by motor truck from Los Angeles to New York*

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

# Quickening Transport with the Easy-Rolling Pneumatics

*At 11:15 p. m. on June 20th, 1920, certain New Yorkers homeward bound from Broadway entertainment, saw a huge motor truck on big pneumatic tires looming up in the glare of west side street lights. Exactly 13 days, 13 hours and 15 minutes before, this highway cruiser had borne eastward out of Los Angeles. In the interim, it had broken the world's truck record for this coast-to-coast run of 3,451 miles; indeed, had covered the distance in the actual running time of 13 days and 5 hours flat. Although a heavy duty transport with a previous record of 120,000 miles traveled in 32 states, including three former transcontinental trips, it had overwhelmed the time schedules of all other trucks, light and heavy. And it rolled into New York City on California air. Not one of its powerful Goodyear Cord Tires had been removed from a wheel during this grueling race against time over mountain, desert and prairie to victory.*

**S**URELY the feat described here makes vividly clear why motor trucks on Goodyear Cord Tires are found advantageous in the present transportation situation.

In vital duty, the pneumatic-shod couriers are decisively surpassing old schedules, are short-cutting over routes formerly unattempted and are enlarging delivery range.

Pneumatic traction surmounts handicaps of weather and grade; pneumatic cushioning saves drivers, loads, trucks, and roads; pneumatic quickness increases deliveries.

In the burly strength of Goodyear Cord construction is the valuable means by which all these outstanding virtues of the big pneumatics are made most intensely practical.

Uniformly high mileage records now reflect that long pioneering period, prior to their public introduction, during which Goodyear Cord Tires were tested on Goodyear fleets.

Such records, plus many typical analyses of hauling costs, can be obtained from The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, California.



# CORD TIRES



# WINTER • TRAVEL • AND • RECREATION



Copyrighted by Publishers' Photo Service, New York.

THE MOUNTAIN, BAY, AND CITY PANORAMA OF RIO DE JANEIRO.

**A**N increasing appreciation of the benefits of a winter vacation, the nationwide development of the "travel habit," and improved transportation facilities, all combine to indicate a great exodus this season to tropical or semitropical regions. Besides this movement south there are pilgrimages to the scenes of winter sports in the north.

Not since prewar days will the winter tourist be so well accommodated by our railway and steamship lines. Under private ownership and competitive enterprise famous "limited" trains have been restored, club and observation cars again placed in service, and schedules shortened. Steamships imprest into army service are released and in operation for Southern cruises.

It is not expected by transatlantic steamship authorities that the old-time rush to Europe will be restored as yet. Leading tourist agencies are announcing special European tours, however, for the winter months. Transatlantic lines are busily engaged in replacing tonnage lost in the war. Two of the largest lines have attained practically their prewar tonnage quotas, while others are approaching rapidly this achievement. The tide of east-bound passenger traffic is expected to assume great proportions with the spring sailings. Meanwhile those who are anxious to go abroad may secure bookings through well-organized tours or individually.

For those whose inclinations are not Europeward, there are travel opportunities in bewildering variety. Generations have visited California to escape a cold climate, only to live there permanently. The tropical delights of Florida tempt an increasing multitude each winter. The sunny skies of Dixie are alluring to the Northerner. Then there is the Caribbean with its balmy seas and tropical islands, and beyond Panama and South America. Over the vast waters of the Pacific we may journey to Hawaii, the Philippines, Japan, and China or to the enchanting islands of the South Seas. In these pages we give a brief outline of a few of the more important points and routes in this attractive list.

## UNDER THE SUNNY SKIES OF DIXIELAND

The Southeastern States have become known as America's winter playground. This is due not only to the healthful climatic conditions during the winter season, but to their accessibility from Eastern centers of population. In this great region are found four or more distinct centers, each with a particular appeal. These centers are known as the Long Leaf Pine Section of the Carolinas, which includes resorts of Pinehurst and Southern Pines, N. C., Camden and Columbia, S. C., with Aiken and Augusta near by; "the Land of the Sky," of which Asheville is the leading center; Florida, East and West Coast resorts; Gulf Coast resorts, and Cuba.

The Long Leaf Pine Section has a particular appeal to those fond of outdoor sports and those favoring a mild, dry climate. In this region are to be found exceptionally fine golf courses, especially at Pinehurst, where there are four championship links, and Southern Pines with a well-kept eighteen-hole links. Camden has two excellent links. The resort hotels in this locality are well kept and provide opportunity for other sports such as tennis, horseback-riding, and motoring. "The Land of the Sky," with an altitude approximating 3,000 feet, is equally well equipped to afford the winter traveler every comfort of hotel accommodations and opportunity for outdoor sports.

The Gulf Coast resorts adjacent to and including New Orleans are becoming more and more popular and provide the usual outdoor sports in addition to good fishing and sailing.

In Florida are found the extremes of fashionable resorts and places where one may be sure of rest and quiet. Everything that goes to make life enjoyable is provided in abundance, and the climate ranges from the temperate to the tropical.

The railroads which cater to Southern travel are the Atlantic Coast Line, Seaboard Air Line Railway, and the Southern Railway from the Eastern cities, and the Louisville and Nashville Railway, the Illinois Central, and the Queen and Crescent routes from the West. From the Eastern section these railroads are providing additional train service and new through car routes. It is possible now to travel from Boston to Miami without change of cars. This service is being inaugurated by the Atlantic Coast Line and its Northern connections. Other Coast line trains from New York are the Havana Special, with through cars to the East Coast of Florida and Key West; the Palmetto Limited, with through

service to West Coast resorts and the Florida Special. The Seaboard Air Line through its Florida-Cuba Special and the Seaboard Fast Mail provides through car service to resorts in the Long Leaf Pine Section and to the East and West Coasts of Florida.

Their premier train, the Seaboard Florida Limited, resumes service January 3 with through sleeping-cars from New York and the East to all Florida East Coast resorts, Key West, and to Tampa and St. Petersburg on the West Coast. The Southern Railway provides service by the New York and New Orleans Limited, operating through from New York to New Orleans via Washington and Atlanta. The Washington, Chattanooga, and New Orleans Limited runs via Birmingham and Meridian. Two additional trains, the Atlanta Special and the Memphis Special, cover the territory designated by their names.

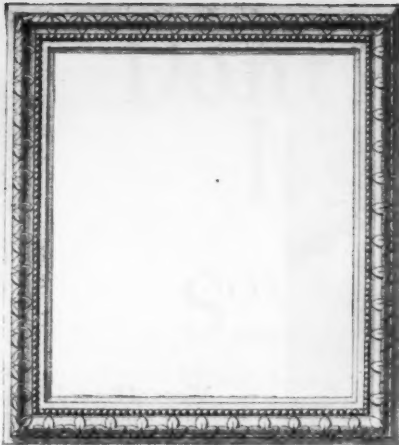
Steamship service to ports of the middle South is provided by the Clyde Line, New York to Charleston; Savannah Line, New York to Savannah, and between the ports of Philadelphia, Baltimore, and Savannah by Merchants and Miners Transportation Company.

From the Middle West many through trains are operated to the Southeastern States, the Southern Railway and its Northern connections operating six trains—one from Chicago and Detroit, two from Cincinnati, one from Kansas City, with through service also from Indianapolis. The Chicago and Eastern Illinois' famous train, the Dixie Flyer, operates in connection with the Louisville and Nashville and Atlantic Coast Line. The Illinois Central operates three noted trains, the Panama Limited between Chicago and New Orleans and between St. Louis and New Orleans. Other through trains from these two cities are the New Orleans Special and the New Orleans Limited. Besides this service to New Orleans the Illinois Central operates the Seminole Limited from St. Louis and Chicago via Birmingham to Jacksonville.

The Louisville and Nashville Railroad and its Northern connections have placed in service the Southland, a limited train operating between Chicago, Cincinnati, Atlanta, and Jacksonville, carrying also a through sleeper from Grand Rapids. The New Orleans Limited provides through service from Cincinnati to New Orleans, Memphis, Montgomery, also from St. Louis to Pensacola.

## VOYAGES TO THE TROPICS AND BEYOND

It is agreed by coastwise authorities that bookings for Southern Cruises will tax the resources of fleets operating between New York, Caribbean and Gulf ports. To meet this winter travel demand there are now more lines with greater fleets than in prewar times. Indeed, one of the largest transatlantic lines is transferring three of its vessels from overseas service to engage in winter cruises to the West Indies and Canal Zone. Shipping facilities for South America are vastly improved, and it will be possible this winter to again make the through voyage



## What happened in your home this morning?

*Between 7 and 7.30 A.M.*

*Fill in this picture  
yourself*

*Was the steam heating system dead? Did you shiver in an icy bathroom? At breakfast—in spite of high steam pressure—did the radiators stay cold or spout water or thump and bang?*

Experts say you can have good steam heat if you have good air valves on your radiators and steam pipes.

When the air valves do their job right, every section in every radiator must get hot quickly and stay hot steadily.

It's up to the *air valve* if radiators thunder and pound.

It's up to the *air valve* if radiators hiss steam or spout water over expensive rugs and hardwood floors.

It's up to the *air valve* if you burn 14 tons of coal in a winter instead of ten.

**T**HAT is why Hoffman Valves are so vital to efficient heating. Because—

As soon as the heat is turned on, Hoffman Valves are open wide and stay so until the entire system is cleared of air. This gives the steam an open road to heat up the radiators from end to end in a jiffy—noiselessly—without thundering.

But the instant steam approaches your Hoffman Valves, or water surges into

the radiators, they snap shut automatically. No steam can escape—no water can leak. You never adjust Hoffmans—no fiddling or fussing with a penknife to stop hissing steam or spouting water. Hoffmans operate automatically.

Hoffman Valves insure warmth and comfort at lowest possible steam pressure. No waste effort. Hence they cut a surprising slice from your yearly coal bill.

If your heating contractor cannot supply you, write today for a sample No. 1 Hoffman Valve. It costs \$2.15 parcel post prepaid. Put it on your worst radiator—in the icy bathroom or frigid dining room. Watch that radiator come to life. When convinced, have your heating contractor Hoffman-equip *all* your radiators. He can do it in a few hours at small cost.

Hoffman Valves are guaranteed in writing for five years perfect operation through your architect or heating contractor.

The many vital points you want to know about your steam heating are contained in "More Heat from Less Coal." Be sure to write to our New York office for a copy of this book.

**HOFFMAN SPECIALTY COMPANY, Inc.**

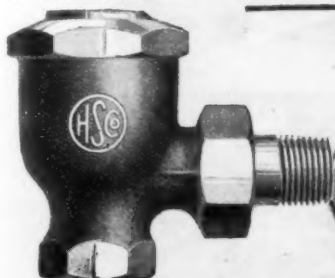
512 FIFTH AVENUE

NEW YORK CITY

CHICAGO  
130 N. Wells Street

LOS ANGELES  
405 S. Hill Street

No. 8 Hoffman Return  
Line Valve for vapor,  
vapor vacuum, modulating  
and vacuum systems

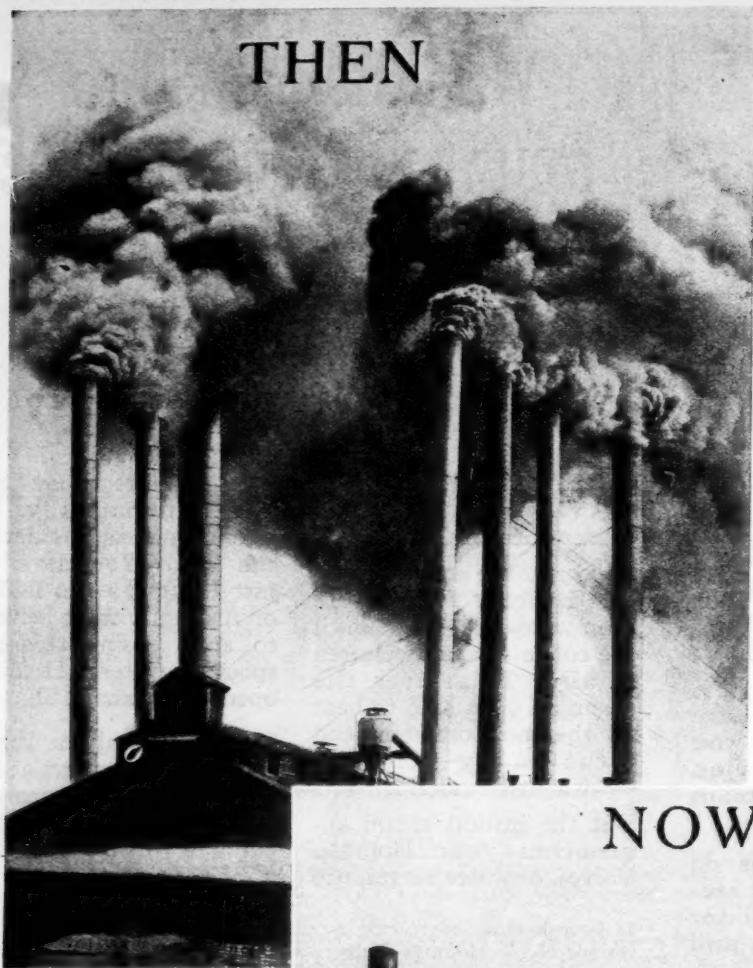


# HOFFMAN VALVES

*more heat from less coal*



No. 1 Hoffman Siphon  
Air Valve for ordinary  
one-pipe systems

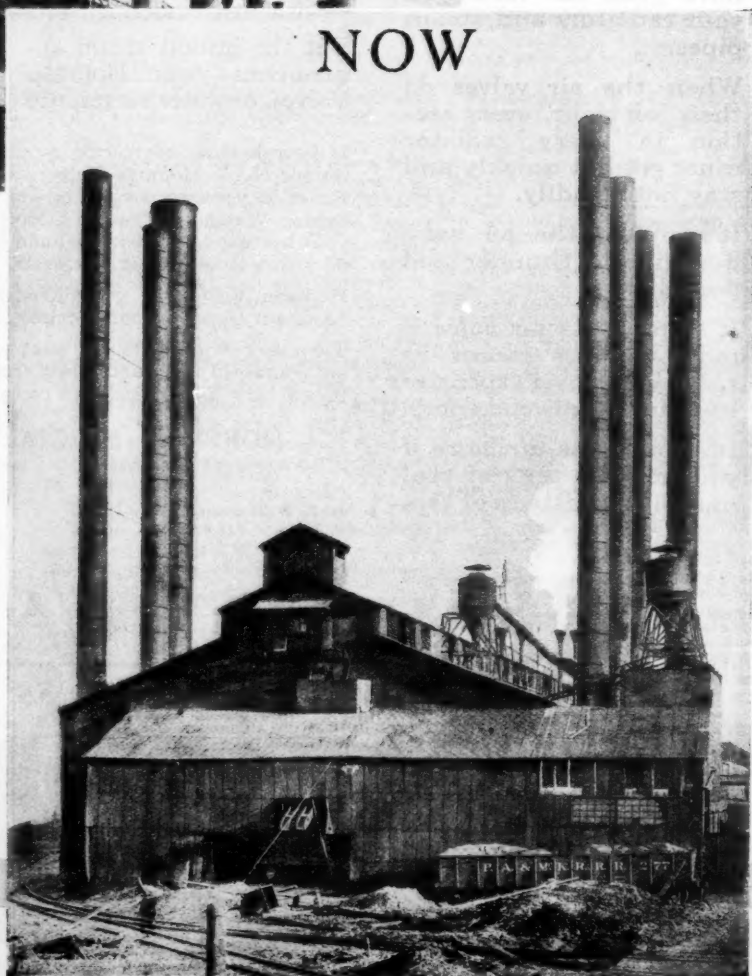


Views of Pressed Steel Car Company's plant, McKees Rocks, Pa., before and after installing Taylor Stoker. The lower view was taken when the plant was operating at *higher* capacity than when the first picture was made.

The installation paid for itself in about one year in fuel and labor-saving alone.

Hundreds of industrial plants throughout the country use the Taylor Stoker because, everything considered, the Taylor Stoker makes more steam and for less cost than any other system of combustion.

We'll gladly furnish names of users nearest to you.





# Don't Smoke- It's Extravagant!

SOME proudly consider that a cloud of smoke rolling from their stacks proves that they're doing a rushing business.

They may, indeed, be doing a rushing business, but, if the stacks smoke, the costs are more by thousands and the output less by thousands each year than they might be.

*Why?*

Because smoke—blackening the streets and parks of the community, injuring the health of the neighbors—is indicative of unburned fuel, lost B. T. U's that might have helped turn the wheels of the plant.

*And more important still—*

Smoke is a *symbol* of waste.

Smoke is a characteristic of the inefficient power plant where coal and labor are wasted in several different traditional ways, where boilers are operated at

"rated" capacity instead of at their real capacity.

Smokelessness is a characteristic of the efficient power plant equipped with Taylor Stokers. By feeding coal under boilers in a closed furnace, with complete mechanical control of air and coal and automatic gravity cleaning, the Taylor Stoker increases the steam-output of boilers to a point undreamed of a few years ago.

The Taylor Stoker so increases plant capacity and reduces costs that the installation often pays for itself in a year.

"Doubled our capacity" states the superintendent at the Dan River Mills, Danville, Va., the second largest cotton mills in America, speaking of his Taylor Stokers.

We believe you will be interested in further detailed reasons why such central stations as New York Edison, Detroit Edison, Philadelphia Electric, Northern Ohio Traction and Light, and Potomac Electric; such industrial concerns as National Tube Company, General Electric Company, Armour & Company, Republic Iron & Steel Company and Ford Motor Company have picked the Taylor Stoker to make their power. The profusely illustrated booklet

**"Are Mechanical Stokers a Good Investment?"**

is written both for the business executive and the technical man.  
If you want a copy, drop us a line.

**AMERICAN ENGINEERING COMPANY, Philadelphia**

TAYLOR STOKER CO., Ltd., 416 Phillips Place, Montreal, Canada

*Builders of*

# The Taylor Stoker

# HEINZ

## TOMATO KETCHUP



### BEEF LOAF

[With ketchup in lemon cups]

- |                          |                           |
|--------------------------|---------------------------|
| 1 lb. ground round steak | 1 cupful soft breadcrumbs |
| 1 lb. beef suet          | 2 crumbled crackers       |
| 1 medium-sized onion     | 1½ teaspoonfuls salt      |
| 1 small red pepper       | ½ teaspoonful pepper      |
| ½ cupful water           | 2 eggs                    |

Try out suet, grind with vegetables, add to meat with other ingredients, make into a loaf, dredge with flour, salt and pepper, and bake for 45 minutes, basting after it browns.  
 ½ cupful of cold cooked hominy or rice may be substituted for ½ cupful of breadcrumbs.

\* \* \*

**AN EXCELLENT RECIPE** but the addition of *Heinz Ketchup*, when the dish is served, makes it much more delicious.

*Heinz Ketchup* has a pedigree that goes back to the selected seed from which, under Heinz supervision, the tomatoes are grown.

The luscious freshness and flavor is preserved by cooking the Ketchup as quickly as possible after the fruit is picked from the vines.

The choicest spices and the skill of the Heinz cooks contribute to the perfection of a condiment that has long been world famous—*Heinz Ketchup*.

#### Heinz Chili Sauce

Also prepared from selected, fresh, ripe tomatoes, *Heinz Chili Sauce* is skillfully spiced and seasoned in a way that makes it a delightful relish.



# 57

*All Heinz goods sold in Canada are packed in Canada*

### WINTER TRAVEL

*Continued*

from New York, via Panama Canal to California.

Steamship service to the Bermuda Islands, curtailed seriously during the war, is now restored. This famous old winter resort is therefore coming back to its own. For generations it has been popular with those who prefer a short voyage, a complete change of scene, and a delightful climate. It is a remarkable winter-travel experience to leave New York in a raging snow-storm and forty-eight hours later steam into the placid harbor of Hamilton and debark among palms, oleanders, lilies, and roses. The Bermuda and West Indies Steamship Company, after January 1st, will arrange for two sailings a week between New York and Hamilton.

### WINTER VACATIONS IN THE WEST INDIES AND BEYOND

The Bahamas, those first outposts of the western continent, discovered by Columbus in 1492, are an attractive objective for a winter vacation. Few places have a more equable climate. From November to May the temperature ranges between 60° and 75°. Nassau is the recreation center of the islands. Here one may golf over a nine-hole course, facing the ocean and containing several forts centuries old. There are also court golf links and tennis may be played under the shade of royal palms. Both still water and surf bathing is available on broad beaches of white sand. Yachting and fishing are other mid-winter sports.

Nassau is connected with New York by direct steamship service of the Ward Line. Nassau may also be reached from Miami, Florida, the Peninsula and Occidental Steamship Line having three sailings each week in each direction.

Lying directly on the great steamship lane between New York and Panama and with her capital, Havana, only a few hours' sail from our own Key West, Cuba is receiving each year a greater influx of winter visitors from the United States.

Havana with its curious intermingling of modern and ancient, its typically "foreign" atmosphere, its elaborate amusements, is the chief tourist magnet of the island. It is cheering to note that the Cuban metropolis which has been swamped with visitors during past winters is now busily engaged in constructing new hotels which are expected to accommodate the maximum influx. There is much to see and enjoy in Havana: Cabanas Fortress, Morro Castle, the stately cathedral, the resplendent shops, well-kept parks, the races at Oriental Park, and, if you are so fortunate as to obtain the *entrée*, a game of golf on the beautiful course of the Country Club.

But all of interest in Cuba does not center in Havana. The Cuban scenery with its tropical loveliness, the great sugar plantations, the caves of the mountain regions, are all of rare interest. Then there is Santiago de Cuba down on the island's southeastern end with its San Juan Hill of interest to every American.

The Havana-Key West steamer service is performed by the Peninsular and Occidental Steamship Company, which maintains also sailings between Tampa, Key West, and Havana.

A new steamer service to Cuba has been established by the Miami Steamship Company, which is operating a new electrically driven passenger-ship with weekly sailings between Jacksonville and Havana.

Direct service between New York and Havana

is provided by the Ward Line and the United Fruit Company's fleet. Each of these lines operates also a service between New Orleans and Havana.

Between New York and the port of Antilla in eastern Cuba are operated vessels of the Munson Steamship Line. This is also a port of call for Ward Line ships.

Leaving Cuba, the next port of call on the marine highway leading southward is mountain-crowned Jamaica. From Kingston, the chief city, delightful excursions inland tempt the visitor, while those who remain at the hotel may enjoy golf, tennis, cricket, and sailing. There are 2,000 miles of excellent motor-roads. Kingston is a port of call for ships of the United Fruit Company and by most of the special West Indies cruises.

Our own West-Indian colony, Porto Rico, offers tempting inducements to the winter traveler. San Juan, the capital, is only four days' sail from New York, and the entire cruise thence and around the island with time for sightseeing ashore may be made by vessels of the Ward Line in sixteen days. From New York to San Juan and Mayaguez are also operated steamers of the Red "D" Line.

Ashore in Porto Rico the visitor finds a land of astonishing contrasts. In San Juan and Ponce there is the ancient Spanish city with its narrow winding streets, Moorish balconied homes, sentry-boxes, and century-old forts juxtaposed with a clean, bustling city noisy with electric cars, motor-trucks, and automobiles. Outside the cities and towns there lies the picturesque mountain scenery reached by the superb military automobile road, a marvel of Spanish engineering skill. There are indeed one thousand miles of perfect motor-highways on the island intersecting some of the most magnificent scenery to be found in the tropics.

Eastward of Porto Rico are the Virgin Islands, another United States possession. Here may be visited the rendezvous of the buccaneers who sailed the Spanish main and brought thither their pirate gold. Still further on lie the Barbadoes on the South-American Steamship lane.

In the chain of Republics occupying Central America is a region of romance and rare historical interest. In Honduras are the ancient Maya ruins; in Guatemala are the temples, columns, and monoliths of Quirigua, relics of a prehistoric city and race; in Nicaragua grow the rarest of tropical woods; in Costa Rica there is the interesting trip to the capital, San José, a modern and well-built city. Principal ports of these countries are visited by the ships of the United Fruit Company from New York or New Orleans.

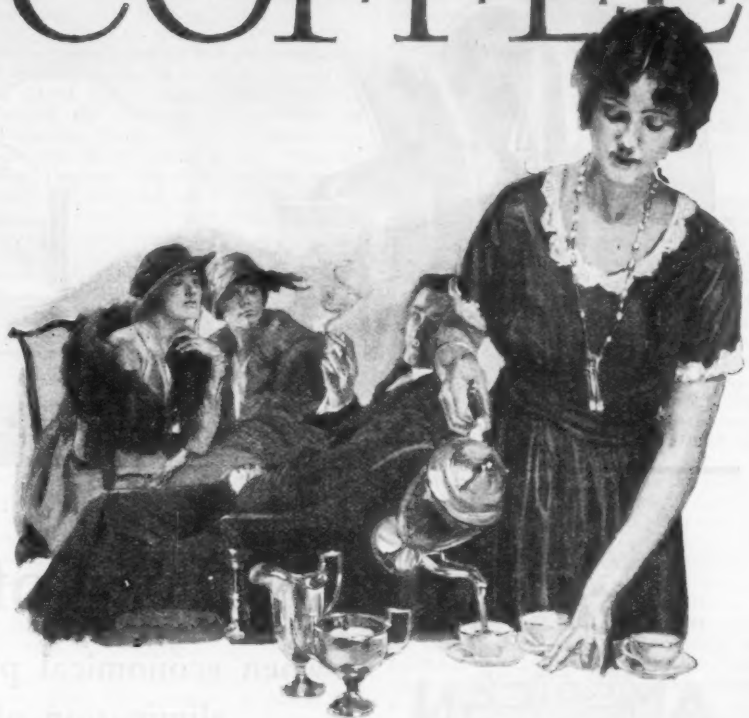
Panama, which is sometimes styled "the half-way house of the western hemisphere," with the greatest engineering feat ever undertaken by any government, and this our own, has an extraordinary appeal to the southern voyager.

Who has not felt the desire to land at Cristobal and see the Canal, to pass through the Gatun Locks, across Gatun Lake, through Gaillard Cut, the Pedro Miguel Locks, and finally through the Miraflores Locks into the waters of the great Pacific Ocean at Balboa?

Steamship service to the Canal Zone from New York or New Orleans is provided by the United Fruit Company's steamships. Direct service from New York is also available by Panama Railroad Steamship Line. All lines from Atlantic ports for the west coast of South America and to and from the east or west coast of the United States pass through the Canal. These are described elsewhere.

The leading tourist agencies are arranging

# COFFEE



## When you entertain

From the democratic breakfast cup to the dinner demitasse, there can never be a question of COFFEE's correctness.

On every occasion COFFEE expresses the essence of hospitality. Yet it possesses a substantial quality that makes it more than a mere courtesy.

The wise hostess knows that most men drink COFFEE. And at Adamless affairs the majority also vote for COFFEE.

With equal propriety COFFEE may be served with the lowly sandwich or the daintiest sweets.

Whenever and wherever you entertain, serve COFFEE.

*This advertisement is part of an educational campaign conducted by the leading COFFEE merchants of the United States in co-operation with the planters of the State of Sao Paulo, Brazil, which produces more than half of all the COFFEE used in the United States of America.*

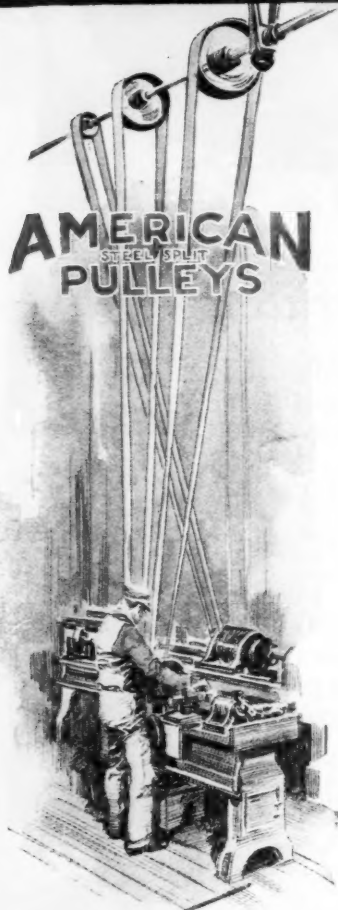
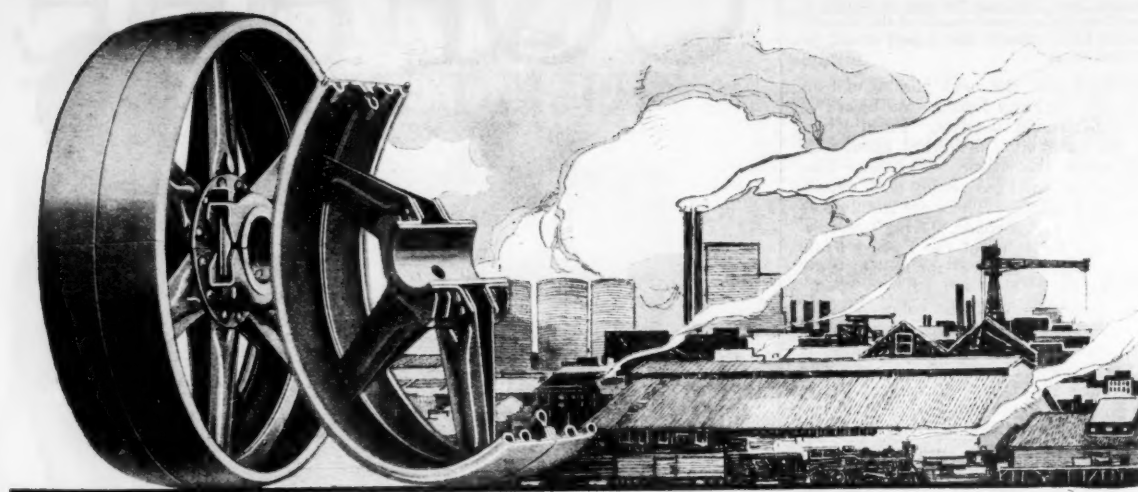
Copyright 1920 by the Joint Coffee Trade Publicity Committee of the United States.



This is the sign of The Coffee Club. Look for it in dealers' windows. It will help you find good coffee.

## COFFEE - the universal drink





## NOW—of all times

when economical production is needed,  
elimination of waste is vital

**N**CESSITY compels elimination of waste—is forcing all of us to higher achievements in efficiency.

We like to think that the "American" Pulley is one of the means American power users are finding ready at hand to meet these needs.

Every ounce of power today must do useful work: "American" Pulleys are so light that they greatly reduce dead weight on shaft. They offer less air resistance. They reduce belt slip.

*Every workman today must be producing during all the hours of his day. Long shut-downs for repairs and replacements must be eliminated.*

Here again "American" Pulleys help. Guaranteed to perform double belt duty and capable of enduring higher speeds, they assure longer and unbroken service. When shut-downs for replacements or new installations are necessary, "Americans" make them but momentary, for they are divided and therefore can be applied or removed without stripping or disturbing the shaft in any way.

You will better understand why more than 5,000,000 of these remarkable pulleys have been installed if you will let us send you the book, "Getting Maximum Pulley Efficiency." Will you send us the address?

*For name and address of nearest Dealer, see Donnelley's Red Book. On file at all leading libraries, national banks and hotels.*

**The American Pulley Co.**  
Philadelphia, Pa.



# AMERICAN PULLEY

"A wheel with a broad rim transmitting power from or imparting power to machinery, or changing the direction of motion by means of a flat belt."

## WINTER TRAVEL

Continued

comprehensive cruises to the West Indies. For the independent tourist there are the various cruises arranged by the United Fruit Company, including—

23-day cruise from New York to Havana, Cristobal, C. Z., Port Limon, Costa Rica, and return.

23-day cruise New York to Kingston, Jamaica, Cristobal, C. Z., Cartagena, Colombia, Puerto Colombia, and Santa Marta, Colombia, returning to Cristobal and Kingston, thence to New York.

16-day trip from New York to Kingston, Jamaica, and return.

16-day trip from New York to Kingston, Cristobal, Bocas del Toro, Panama, to New Orleans.

15-day cruise from New Orleans to Cristobal, Bocas del Toro, Havana, thence to New Orleans.

15-day cruise from New Orleans to Havana, Cristobal, Bocas del Toro, thence to New Orleans.

16-day trip New Orleans to Cristobal, Kingston, thence to New York.

23-day trip New Orleans to Cristobal, Cartagena, Puerto Colombia, and Santa Marta, Colombia, thence back to Cristobal, from there to Kingston and New York.

### THE ANNUAL WINTER MIGRATION TO THE BALMY AIR OF FLORIDA

Each winter the migration from the north and middle west Floridaward increases. This season the southward tide promises to exceed even that of last year which is accredited the largest in history.

It is a democratic throng which flows into the Peninsula State—the multimillionaire, the moderately well-to-do, and even those of meager means. For Florida welcomes and provides for all. There are all types of hotels from the most palatial and expensive to the simplest; there are winter homes from magnificent villas to humble bungalows.

Lack of living accommodations to meet the influx of visitors has led many to own or rent winter homes in Florida. Many people have proved that with vegetable and fruit gardens of their own they can escape the rigors of the northern winter and live more comfortably and economically in Florida.

Florida's resorts are divided geographically into three main divisions—the east coast chain, those which cluster about the interior lake and river region, and the west coast recreation centers built for the most part upon indentations of the Gulf.

Tourist traffic by motor, train, or steamship pours into and out of the State through two main gateways, Jacksonville on the northeast, Pensacola on the northwest. Into the former, over the great arteries from the north, run the trains of the Atlantic Coast Line, the Seaboard Air Line, and the Southern Railway. Into the latter lead the Louisville and Nashville and connecting lines. At Jacksonville begins the Florida East Coast System intersecting the sea-girt resorts of the Atlantic as far as Key West, where the traveler may embark for the short sail to Havana. The water route from the north to Florida is by the Clyde Line from New York to Jacksonville, also by Merchants and Miners Transportation Company, service of which is given elsewhere.

Bordering the Atlantic is a constellation of world-famous resorts, including historic St. Augustine; Ormond, of golf fame; Daytona, with its matchless beach; Palm Beach, glittering with gold and fashion; Miami, the paradise of yachtsmen; Long

Key Camp, rendezvous of veteran fishermen, only to mention the more famous. From Long Key there is that never to be forgotten rail ride on the oversea viaduct and coral islets to Key West.

On the myriad lakes and rivers of the interior, surrounded by the picturesqueness of tropical scenery or citrus groves, are the St. Johns River resorts, with attractive Palatka and Sanford at the head of navigation; Ocala, with its tropical river; Lakeland, in the district of a thousand lakes; Florence Villa, surrounded by orange groves and lakes, big and little; Orlando in the citrus belt, just to mention a few of the interior attractions.

Facing the deep bays or sand-rimmed peninsulas of the Gulf Coast is a veritable Riviera, including Pensacola on its beautiful bay, Tarpon Springs, with its bay and river; St. Petersburg, the "sunshine city of the Pinellas Peninsula"; Tampa, with its attractive hotels and beautiful parks; Sarasota, Bradentown, Fort Myers, whose front door is Caloosahatchee Bay, to enumerate only a few of the links of this west coast chain. These interior and gulf ports are reached by either the Seaboard Air Line or the Atlantic Coast Line.

Nearly all the Florida resorts have in common excellent golf courses, motoring, fishing, boating, tennis, yachting, and in some cases flying, as pastimes.

### NEW ORLEANS AND THE GULF COAST

Bordering the great sweep of the Gulf Shore from the western boundary of Florida to the southern tip of Texas, is a region of perpetual summer, sometimes designated the Gulf Coast Riviera. Miles upon miles of sandy beaches, bays, lagoons, and islands with waters well stocked with gamey fishes, are some of the constituents of this recreation area. On the Alabama coast is the busy port of Mobile, with attractive environs. Along the Mississippi shore line are Biloxi, with its Mississippi Coast Country Club; Gulfport, a modern resort, and Pass Christian, with excellent fishing on St. Louis Bay. Continuing westward to the much-indented water-front of Texas there is the thriving port of Galveston; Corpus Christi, of fishing fame, and scores of other Gulfside resorts.

Altho distant from the Gulf Coast almost one hundred miles due to the delta of the Mississippi, yet one of the most important ports for Gulf shipping, is New Orleans. For the winter tourist New Orleans is a city of fascination. For here we see a city of three races, with the characteristics of each—the French Quarter, the Spanish City, with its cathedral erected in 1794; and the animated American city, with all its evidences of commercial activity and progress. With its exquisite garden sections of the St. Charles Avenue district, its quaint little eating-houses with their characteristic Creole dishes, the modern shops of Canal Street, historic Jackson Square, or the busy water-front, the Crescent City is certain to provide entertainment to the visitor.

New Orleans is the Southern terminus of the Southern Pacific Steamship Line's direct route from New York. New Orleans is also a port of call for the ships of the United Fruit Company, and also a point of departure for special cruises to the West Indies, Central America, Panama, and Colombia by the same line. New Orleans is the Eastern terminus of the Trans-Continental route of the Southern Pacific Railway. Among other great rail arteries entering the city are the Louisville and Nashville System with through car service from New York, Chicago, Cincinnati, St. Louis, and Louisville. The Illinois Central system also terminates here. New Orleans is also

the southern terminus of a division of the Southern railway.

Galveston, reached by the Santa Fé Texas Lines, Southern Pacific System, Missouri Pacific System, Missouri, Kansas and Texas System, and International and Great Northern, is the distributing point for visitors to Texas Gulf resorts. Corpus Christi is reached by the San Antonio & Aransas Pass Railway from Houston, Waco, or San Antonio.

### SOUTH AMERICA, LAND OF TRADE, OPPORTUNITY, AND NATURAL WONDER

In the seasonal antithesis of our western world, winter in the United States becomes summer in South America. Hence a tour of the Southern continent is one of the attractive opportunities for winter travel. Further than this the journey provides an unusual diversity of interest. It will repay the traveler who seeks the pleasure and adventure of visiting unfamiliar places and peoples. It will reward those who admire sublime scenery. It will profit those who seek closer insight into our commercial opportunities and problems south of the equator.

Personal intercourse between the peoples of North and South America is growing rapidly in volume. Great numbers of visitors from Latin America came to the United States last summer. Advance bookings for the coming winter indicate a large interchange from our own shores.

Closer interests between the peoples of the two Americas and increased trade are results of the Great War. Just now there are many complex problems demanding attention.

In a recent article on our "Losing Trade Chances in South America" *The Annalist* points out that "In nine months our exports to Argentina, Brazil, Chile, Peru, Uruguay, and Colombia have increased only 13 per cent., while our imports from these countries, compared with the same period of 1919, have jumped 48 per cent., which has resulted in a trade balance adverse to us of more than \$291,000,000, indicating a balance for the full year of more than \$388,000,000, and this to countries lying at our doors, affiliated with us by geography and the Monroe Doctrine, and whose natural source of supply should be the United States."

Surely here is an excellent reason for a first-hand study of trade conditions this winter by our merchants, manufacturers, and capitalists.

But aside from this commercial aspect, the South-American tour has other inducements sufficient to satisfy the most voracious travel appetite. Here is the land of Pizarro with some of the world's most precious historical treasures. Here are ancient cities and modern centers of world commerce, races to which cling the atmosphere of medieval Spain, others among the most advanced in twentieth-century civilization.

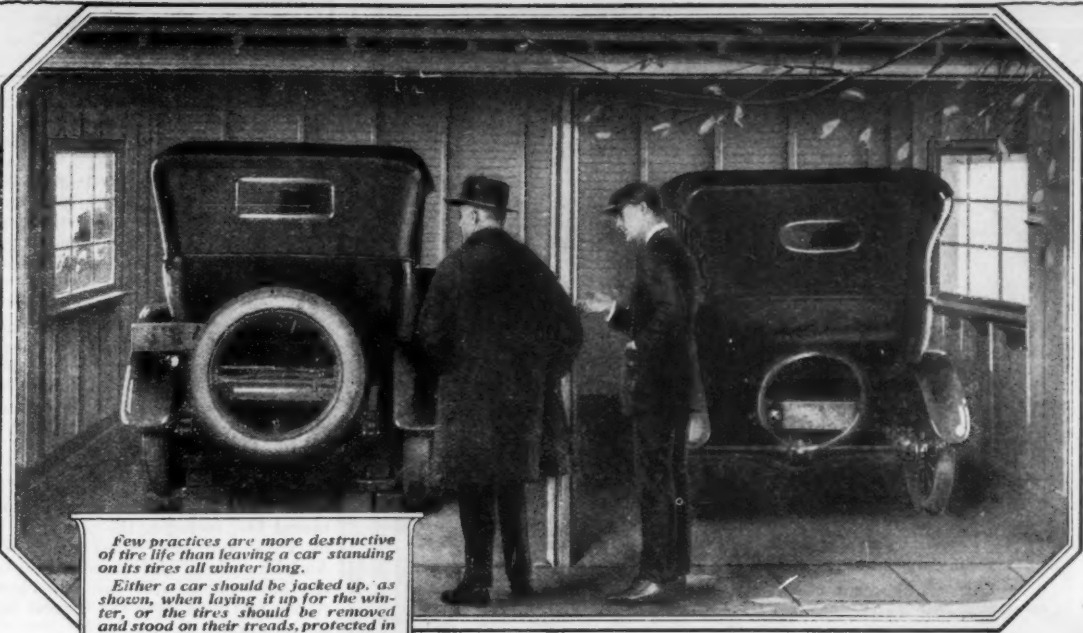
Here are mountains and scenery of unsurpassed grandeur, cataracts of stupendous proportions, mighty rivers, the highest navigable lake in the world, and coastal scenery of infinite variety.

A comprehensive tour of South America includes both west and east coasts with trips to interior points of interest. The preferable route is through the tropical waters of the Caribbean Sea, including the passage of the Panama Canal, thence southward along the West Coast to Valparaiso. Here the traveler has the alternative of crossing the continent to Buenos Aires by the transandean railway, or continuing the voyage southward, traversing

(Continued on page 64)







*Few practices are more destructive of tire life than leaving a car standing on its tires all winter long. Either a car should be jacked up, as shown, when laying it up for the winter, or the tires should be removed and stood on their treads, protected in either case from extreme temperatures.*

## Where there is Secrecy and Evasion there is Something to Hide

**S**MALL wonder that the tire buyer's mind has been disturbed in the past few months. Suppose a man came up to you and offered to sell you a tire.

You would want to know something about it before you bought—where it came from—who made it—what it might be expected to do—and what the man who is selling it to you expects to get out of it.

\* \* \*

Now reverse the situation. Go into a tire store.

You will never learn anything about the tires you find there from the prices.

The size of the discount will never tell you anything about

the actual value of the tires.

There is *only one* way of telling anything about the tires you find in a tire store—by their *reputation*—the standing and responsibility of the company behind them.

If a dealer has the *right kind of tires* in his store they will be known. They will have a reputable name on them. The buyer will be given *facts* about the tires.

\* \* \*

The facts about United States Tires are easily obtainable.

Thousands of dealers all over the country stand ready to give them to you.

Dealers who are more interested in securing the confidence

and good will of the motoring public than they are in merely selling a number of tires.

The United States Rubber Company stands behind these dealers with all the strength and influence at its command.

Backing their responsibility with its own. *Staking all of its great and wide and varied resources on the quality of its tires and of its dealers.*

\* \* \*

United States Tires are *always worth what you pay for them.*

And the dealer who sells them to you is worth just that much more as a straightforward merchant.

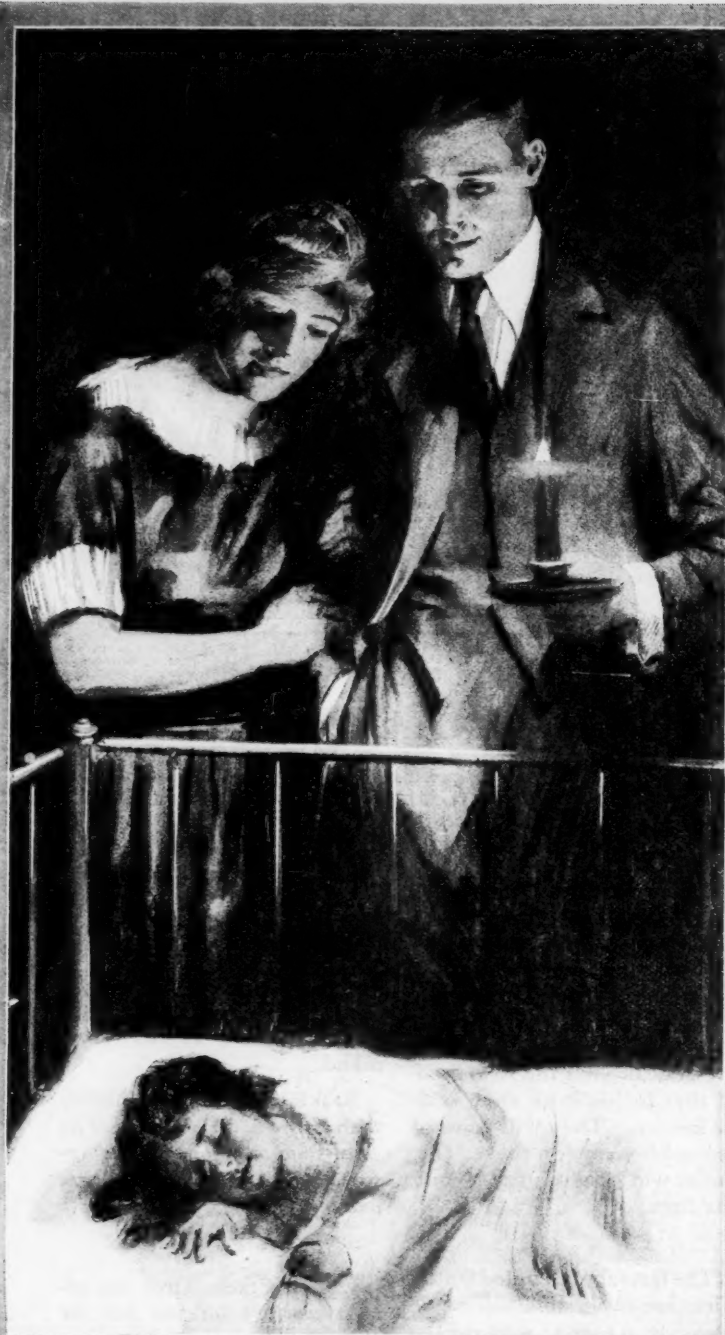
# United States Tires

## United States Rubber Company

Fifty-three  
Factories

The oldest and largest  
Rubber Organization in the World

Two hundred and  
thirty-five Branches



Healthy and happy on  
**Grape-Nuts**  
 and cream  
*"There's a Reason"*

## WINTER TRAVEL

*Continued*

the Straits of Magellan, and returning up the east coast. The preferable route under present steamship conditions is the trip across the continent by rail.

After leaving Balboa, the Pacific entrance of the Panama Canal, the first port of call is Guayaquil, chief seaport of the Republic of Ecuador. Here the voyager begins to get local color, the ship being besieged by native hucksters, their staple being "Panama" hats.

Actual "exploration" of South America begins, however, at Callao, the next important seaport. Here the tourist debarks for a seven-mile rail trip to Lima, founded in 1535 by Francisco Pizarro and named by him because of the anniversary feast of the "Wise Men," or "Three Kings—" Ciudad de los Reys—City of Kings. Here in a city of attractive surroundings and vivacious social life are many points of historical life, including the cathedral, begun in 1535, and the oldest university in America. From here there is also one of the most picturesque rail trips into the Andes to Oroya over the highest railway in the world.

Resuming the tour from Callao the next stop for the tourist is at Mollendo, which is the point of departure for the rail trip to Arequipa, Cuzco, Lake Titicaca, and La Paz. This inland ride is full of interest. The line climbs the Andes to an elevation of 7,500 feet at Arequipa and passes over the mountain divide beyond at a height of 14,666 feet, thence continuing at lower elevations to Juliaca, where a branch leads to the ancient capital of the Incas. Here are the Inca ruins, priceless historical relics of that ancient race. Visitors to Cuzco return to Puno on Lake Titicaca, transferring to the lake steamer for a 150-mile sail across this remarkable lake, whose waters lie at an elevation of two miles above sea-level. This was the sacred lake of the Incas, and as one writer says, "Every cove and inlet, every rock and island, has its legend and tradition." At the southern end of the lake passengers board the train for a 60-mile ride to La Paz, the capital of Bolivia, a city set in a basin surrounded by Andean grandeur, twelve thousand feet in elevation. The scene here of the Sunday morning market is one of the most colorful to be seen in South America. A direct route from the Pacific Ocean to La Paz is provided by the Chilean government-owned Arica-La Paz Railway. From La Paz the tourist may journey southward through 700 miles of awe-inspiring mountain scenery over the line of the Antofagasta and Bolivia railway to the port of Antofagasta, thence by ship for a two-day sail southward to Valparaiso.

At each of these Pacific coast ports the tourist will come in contact with the vast export trade in raw materials, the nitrates, wool, ores, and precious metals.

Arrived at Valparaiso, the choice of two routes must be decided, either the trans-andean trancontinental rail route to Buenos Aires or the continent-encircling ocean voyage to the same port. The latter itinerary takes about twenty days longer and present sailings are irregular.

If the land trip is preferably selected, train is taken from Valparaiso Harbor to Santiago, capital of the Republic of Chile, 2,000 feet above sea-level and picturesquely set at the base of the Cordillera of the Andes. With its famous tree-lined Alameda de las Delicias, its parks, open-

air theater, and beautiful gardens, Santiago is likened to a mixture of Paris and Madrid.

Leaving Santiago, train is taken to Los Andes, whence the transandean trip proper begins. S. T. Henry, in a recent article in *Railway Age*, gives a graphic description of this most remarkable trip.

"For about an hour we followed a mountain stream, the narrow valley gradually shut in more and more. The mountains became closer and higher on all sides. The track was higher and higher above the water. The big snow-capped tops were now where we could make out the depth of the perpetual snow on them. Gradually we went right into the heart of the mountains, until suddenly they were ahead of us, behind us and on both sides, with only a narrow streak of sky above us.

"From this point on we saw such scenery as is visible from none of the railroads we had ever traveled in the United States or Canada. Nor does the scenery on the transandean lead one to depreciate any of these. It is totally different.

"The difference lies chiefly in that the railroad is *in* the big mountains. It does not pass by great wonderlike Mount Stephen on the Canadian Pacific nor over them in the way that the Moffat road does, but right in among tremendous towering ranges that come together with only narrow V-shaped gorges between.

"Near the summit the train stopt a few minutes at a lake. This body of water, the Lake of the Incas, is at an elevation of nearly 10,000 feet. It is in among great towering sharp rock peaks that were all more or less covered with snow when we were there. With the sun shining on the whole landscape the lake looked like an immense vivid emerald rimmed around with a gigantic setting of frosted-rock points. At the summit we came to the boundary between Chile and Argentina.

"After leaving the summit on the descent into Argentina, the character of the country changes rapidly. The eastern slope of the Andes is much less abrupt and rugged than the western slope. We arrived at Argentina end of the line at Mendoza thirteen hours after we started."

Across the fertile plains of Argentina, the trip continues to Buenos Aires, one of the most brilliant capitals of the world, with its superb parks and avenues, and its ten-million-dollar opera-house. It is often designated "the Paris of South America." Yet Buenos Aires is far more than a city of glitter. The capital of Argentina is a great clearing-house for exports and imports. Over her modern docks, which have been built at an expenditure of fifty million dollars, pass a vast tonnage of wheat and beef in exchange for machinery and manufactured products.

Leaving Buenos Aires, Paraguay may be visited by the Argentine Northeast Railway System or by river steamers. Asuncion, the capital, is a city of much charm, and near by is the great cataract of Iguazu, exceeding in size Niagara or Victoria Nyanza.

Returning to Buenos Aires, the northward voyage is resumed, the chief ports in succession being Montevideo, capital of Uruguay, located on the northern coast of the mighty Rio de la Plata and having extensive exports and imports, and Santos, the world's great coffee port. A trip should be taken from here to São Paulo, forty miles inland, one of South America's most progressive and up-to-date cities and of great commercial importance;

(Continued on page 68)



*Any Expert  
can tell you—*

Why the Reznor is the most satisfactory gas heater made.

Heat and cheer live in the home that's well supplied with Reznors.

For over thirty years the Reznor has been giving solid

comfort in homes all over the continent. More than a million are now in use.

## Reznor Reflector Gas Heaters

The Reznor scientific burner gives perfect combustion.

That explains why you can get heat out of a one-half ounce gas pressure—so low that you cannot light the ordinary range or grate.

It also explains why it warms the air without vitiating it. There is never that foul odor of "burned gas" with a Reznor. Booklet on this subject forwarded on request.

The copper reflector directs the heat down to the cold floor where you live, not up to the ceiling.

From the floor this warm blanket of heat gradually rises, bathing the whole room, quickly reaching the darkest, dampest, chilliest corner.

The Reznor Heater was demonstrated very successfully under the extreme low pressure of one-half ounce in connection with the conservation display of cooking ranges and gas heaters which attracted so much favorable attention and interest at the Second Annual Convention of the Ohio Gas and Oil Men's Association, held at Columbus, Ohio, September 28th and 29th.

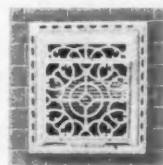
We have over twenty Reznor styles for you to pick from, whether you want it for a fireplace, living or bedroom, office or garage, for natural or manufactured gas, or oil.

See them at your dealer's.



**To Dealers:** In case you are in unrepresented territory, it will be worth your while to write us. A Reznor agency is valuable, and will be even more so in the future.

Reznor Manufacturing Co., Mercer, Pa.



Reznor Wall Heater



Reznor Fireplace Heater



Reznor Garage Heater



Reznor Oil Heater





# GREDA G

THE CLINGING LUBRICANT



## Keeps a Cushion Between Gear Teeth

UNLIKE any other lubricant, Gredag does *more* than put a smooth lubricating bridge over the invisible rough spots of your gears.

It actually "keeps a cushion between gear teeth" under heaviest pressure.

For every drop of Gredag has a peculiar, wear-cushioning, lubricating power all its own.

And it's made slippery enough and

soft enough to keep flowing everywhere it's needed—down and around and back of those gear teeth.

It *always* sticks on the job—because winter cold won't cake Gredag. Nor will summer heat thin it out.

Get Gredag for every part of your car, truck, or tractor, *now*. Grades for all uses. Fluids for gears. Solids for cups, hubs, and bearings. At any good garage or supply dealer.

Automotive Sales Division  
Edw. A. Cassidy Co., Inc., 23 West 43rd St., New York City

### The Makers of these Cars, Trucks, and Tractors include Gredag as Standard Equipment

CARS			TRUCKS			TRACTORS		
Allen	Jordan	Packard	Armleder	Kalamazoo	Sanford	Advance-	Park	
American	Kissel	Paterson	Chevrolet	Kissel	Saurer	Rumely	Prairie Dog	
Beggs	Kurtz	Patriot	Day-Elder	Lone Star	Sengrave	Coleman	Ranger	
California	Automatic	Premier	Defiance	Mack	Signal	G. O.	Russell	
Chandler	Locomobile	Riddle	Dispatch	Maxwell-	Stewart	Heider	Topp-Stewart	
Chevrolet	Lone Star	Roamer	Duplex	Chalmers	Texas	Lauson	Traylor	
Cleveland	Marmion	Sayers	Elwell-Parker	Packard	Triumph	Linn	Triumph	
Dispatch	Maxwell-	Templar	(Industrial	Patriot	Ward	Lombard	Ultimate	
Dixie-Flyer	Chalmers	Texas	Truck)	Ranger	La France	Monarch	Wisconsin	
Elgin	McFarlan	Ultimate	G. M. C.	Riker	White Hickory			
Franklin	Meteor	Winther	International	Rowe				
Geronimo	Oakland							

In addition, 150 Other Manufacturers OK the use of Gredag

*an* Acheson Product

## SONNEBORN PRODUCTS



Grind-Proof and Dust-Free Concrete Floors!

Do not permit your concrete floors to dust or disintegrate. Make them hard as granite!

Flush on Lapidolith, the liquid chemical, and your floors will withstand even *heavy trucking*, without showing wear or dust. Concrete, the ideal floor material, needs

# LAPIDOLITH

TRADE MARK

to complete the hydration of the cement, and so make it wearproof.

Lapidolith stops the repair bills, also the injury to machinery and merchandise, due to the sharp concrete dust.

## SONNEBORN PRODUCTS

## Cemcoat

the durable Mill White. Washable, of exceptional covering capacity. Gloss, Flat or Eggshell, also all colors.

## STORMTIGHT

Don't rip off old roofs. Cost over the old material with Stormtight and they will be leak-proof for years.

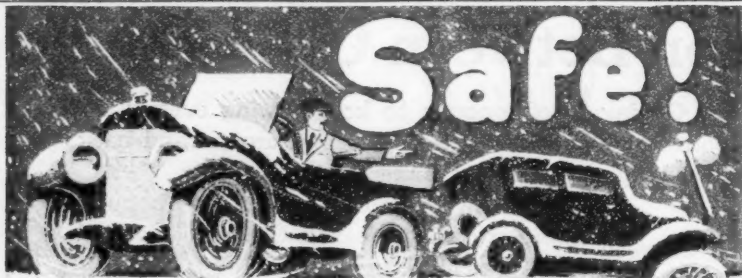
Over 200,000,000 square feet of old and new lapidolized floors testify to the need and the remedy.

Let us refer you to a lapidolized floor in your line—in your vicinity.

*Investigate—stop expense. Write for testimonials and literature.*

L. SONNEBORN SONS, Inc.  
Dept. 40, 264 PEARL ST., NEW YORK

## SONNEBORN



## Drive in Comfort and Safety

In cold weather a great many accidents are caused by drivers not being able to manipulate the steering wheel because of cold, numb fingers. A pair of Steer Warmers on your steering wheel will keep your fingers limber, so that you can handle the wheel easily. Driving with Steer Warmers in winter-time is safe driving.

# Steer Warmers

## Electric Hand Warmers

Steer Warmers are a great comfort and convenience for men and women. They consist of grips attached to the steering wheel, which give out an even heat, concentrated where your hand holds the wheel. They are small, simple and efficient. There is no trouble or expense to maintain them. Steer Warmers add to your comfort, pleasure, health and safety in the coldest weather. They also save money on gloves—you can

use light gloves instead of heavy expensive ones.

*Guaranteed against burn-out for five years.*

**As a Xmas Present** Steer Warmers make an ideal Xmas present. Anyone who drives a car will appreciate a pair. Let Steer Warmers solve your Xmas problem. If not at your dealers, will send prepaid on receipt of price.

FOR STANDARD CARS \$10.00 FOR FORDS \$7.50

INTERSTATE ELECTRIC CO.  
Dept. 178 New Orleans, U. S. A.

Canadian Distributors: Motor Sundries Limited, Toronto, Canada.  
Some valuable territory available for responsible distributors.

Shows Steer Warmers Attached to Wheel.

## WINTER TRAVEL

Continued

its exports of coffee alone being \$120,000,000 a year.

The next great port of the East Coast is Rio de Janeiro. Backed by a mountain panorama, faced by a crescent-shaped harbor, nature has endowed Rio de Janeiro with a setting such as few cities possess. And here has been created one of the world's most brilliant capitals. The interest of a visit to Rio begins as the harbor is entered and on the left the great cone-shaped rock, "Sugar Loaf," is passed. In the foreground of the mountain wall are two outstanding peaks, Tijuca and Corcovado. The city is entered over docks of solid masonry, to which leads the Avenida Rio Branco, lined with magnificent buildings, leading into the famous Avenida Beira Mar. Visitors should make the ascent of Sugar Loaf and Corcovado to get a bird's-eye view of the city.

Northward of Rio are other important commercial ports, including Bahia, next to Rio, Brazil's largest city; Para, at the mouth of the Amazon, the world's greatest rubber shipping port, and on the northern coast, Caracas, the capital of the United States of Venezuela; and Santa Marta, an important port for the export of tropical fruits.

A brief outline of steamship service between the United States and South America follows:

From New York or New Orleans biweekly sailings to Cristobal, Canal Zone, are maintained by the United Fruit Company's Great White Fleet with calls at Havana and Kingston, Jamaica, en route. Weekly sailings between New York and Cristobal are made also by the Panama Railroad Steamship Line. At Cristobal connections are made with ships of the Peruvian Steamship Company sailing weekly for all important ports in Ecuador, Peru, and Chile.

Columbian ports are accessible by the United Fruit Ships and Venezuelan ports by Red "D" Line steamships from New York calling at Porto Rico en route.

From New York to West Coast ports via Panama Canal are operated two divisions of the Pacific Steam Navigation Company, one service for Guayaquil, the other at Valparaiso. Call is made at Havana en route.

West Coast ports as far south as Valparaiso are also connected with New York via Panama Canal by ships of the Grace Line's Fleet.

Weekly sailings between Cristobal and all important ports of Ecuador, Peru, and Chile are made by vessels of the Peruvian Steamship Company.

From New York to East Coast ports to Buenos Aires with calls at Barbados and Trinidad steam the ships of the Lamport & Holt Line. Irregular sailings from New York for Para, Pernambuco, Bahia, and Rio de Janeiro, with calls at Barbados, are afforded by the Lloyd Brasileiro Line. Another direct service between New York, Montevideo, and Buenos Aires is provided by the Norton Line.

Between New York, Rio de Janeiro, Montevideo, and Buenos Aires, calling at Santos north-bound, are operated steamers of the United States Shipping Board by the Munson Steamship Line.

A special South-American tour is to be made by the International Mercantile Marine.

A comprehensive tour of South America can be made within a period of about three months. Excellent itineraries are offered by the personally conducted trips of the leading tourist agencies.

## WHICH TRANSCONTINENTAL ROUTE?

For the traveler who crosses the continent the choice of route is always an interesting question. Each has its individual attractions, and for this reason "circular" tours are desirable, going by one route and returning by another. Through



## WINTER TRAVEL Continued

tickets may be purchased with this option.

The Southern and Central routes across the country are favorites with most winter travelers, altho not a few delight in the snow-clad grandeur of the northern Rockies.

The southernmost steel trail across the country is the Sunset Route of the Southern Pacific System originating at New Orleans and leading through picturesque Spanish America to Los Angeles and San Francisco. The Apache Trail, described elsewhere, is the premier scenic attraction of this route. This winter the Sunset Limited between New Orleans, San Antonio, Los Angeles, and San Francisco is restored to its prewar service.

Another southern route from Chicago to the Coast is that of the Santa Fé to Los Angeles and San Francisco with stop-over at the Grand Canyon of Arizona en route. New trains and faster time are features of the Santa Fé's winter schedules, including five through trains between Chicago, Kansas City, and California. Two daily limited trains are now scheduled between Chicago and the Coast, the California Limited between Chicago and Los Angeles-San Diego, and a new train known as the San Francisco Limited, west-bound, and the Chicago Limited, east-bound between Chicago and San Francisco-Los Angeles. The California Limited now makes the trip, Chicago to Los Angeles, in sixty-eight hours, forty minutes. Other trains include the Navajo, Scout, and Missionary.

One of the southernmost routes to California is that of the Chicago, Rock Island and Pacific in connection with the El Paso and Southwestern and Southern Pacific Systems. The running time of its Golden State Limited from Chicago to Los Angeles has been cut to sixty-eight hours forty minutes. The Californian is operated from St. Louis and Kansas City to the Coast. Passengers for San Diego are afforded direct service by the new short line west of Yuma, the San Diego and Arizona Railway.

The Overland Route westward follows approximately the trail established by the early pioneers and "forty-niners." The eastern approach to this route is over the Chicago and Northwestern System leading into that of the Union Pacific at Council Bluffs and into the Southern Pacific at Ogden. About midway between Omaha and the coast there are two forks to the central route, the Southern diverging at Salt Lake and continuing to Los Angeles via the Los Angeles and Salt Lake System, the Northern diverging at Granger and continuing northwestward to Portland, Oregon, thence by connections to Tacoma and Seattle. Five transcontinental trains from Chicago to the Pacific Coast are operated. The Overland Limited, between Chicago and San Francisco, makes the trip in sixty-eight hours and twenty minutes west-bound.

The Los Angeles Limited is a train de luxe operating between Chicago and Los Angeles via the Salt Lake Route from Salt Lake City.

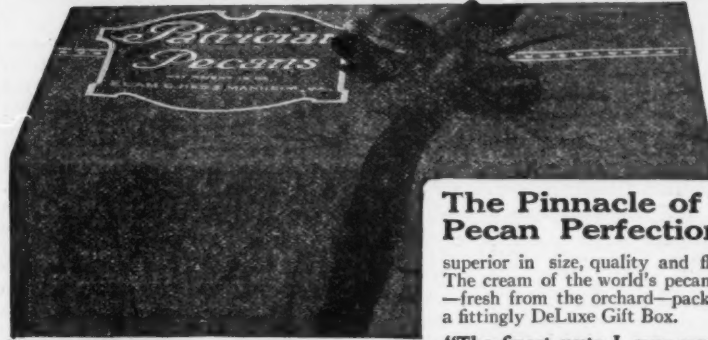
The Oregon-Washington Limited is a favorite train between Chicago and Portland, Oregon. It follows the scenic line along the Columbia River in Oregon and the fruit district of Idaho. The Continental Limited is the new fast morning train from Chicago, one section for Los Angeles and another to Portland. The California Mail from Chicago to the Pacific Coast follows the Southern or Salt Lake Route to Los Angeles and San Francisco.

From Chicago or St. Louis the Burlington Route provides another gateway for the transcontinental tourist, its long arms reaching westward to Denver and northwestward to Billings (connecting with the Great Northern and Northern Pacific), and to St. Paul and Minneapolis (connecting with the Great Northern and Northern Pacific). Its Oriental Limited follows the Great Northern Route from St. Paul to the Coast. Its North Coast Limited is operated via St. Paul to the Coast over the Northern Pacific System. Other through trains to the Coast originate at St. Louis and follow the Burlington-Great Northern and Burlington Northern Pacific Systems.

One of the most picturesque routes from Denver to San Francisco is that afforded by the Denver-Rio Grande-Western Pacific traversing the Feather River Cañon with its Scenic Limited and Pacific Express.

The Chicago, Milwaukee, and St. Paul Railway, one of the oldest lines operating west of Chicago,

# The Christmas Gift DeLuxe— PATRICIAN PECANS



## The Pinnacle of Pecan Perfection—

superior in size, quality and flavor. The cream of the world's pecan crop—fresh from the orchard—packed in a fittingly DeLuxe Gift Box.



The biggest of the very finest pecans

"The finest nuts I ever saw," is the universal verdict. Thin shelled, easily opened with the bare hand. The large, luscious kernels—readily removed whole—completely fill the shell. The nut meat is delicious, and as easily digested as milk or eggs, as shown by the experiments of Dr. Cajori of Yale, and other eminent food experts.

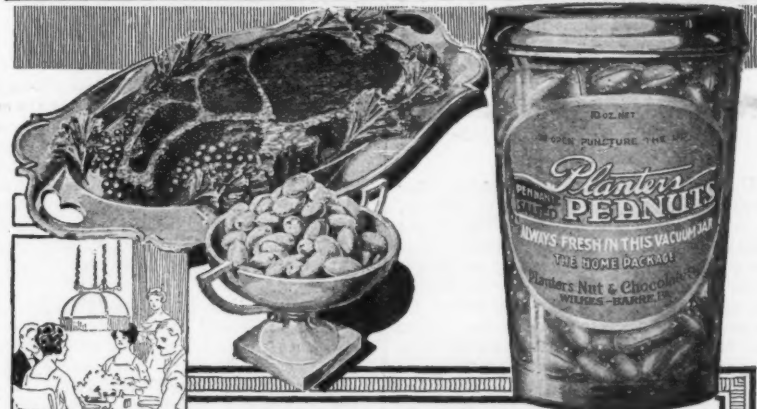
"On account of their high fat content they (nuts) are among the most highly concentrated of all natural foods," says Dr. J. H. Kellogg, head of the famous Battle Creek Sanitarium, who adds: "Nut fats are more digestible than animal fats." "Pecans contain most of the elements essential to the building of the frame and body tissues," says the United States Congressional Record.

**Send me \$1.50 today**

and I will mail prepaid to any address this beautiful 12-oz. Gift Box of Patrician Pecans.

**GUARANTEE—** Eat six at my risk; if dissatisfied return the balance within ten days and get your \$1.50 back. I could not make this offer if these were not the biggest of the very finest pecans, sure to please you in every way. Family package, 10 lbs. delivered, \$15.00.

**Elam G. Hess, Keystone Pecan Co., Inc.,** President Box 404, Manheim, Pa.



## "Peanuts More Nutritious than Beef"—says Dr. Wm. Brady

Here is a wholesome and appetizing food, far cheaper than meat or bread, that goes far towards meeting the protein needs of the body. Delicious to eat and easy to digest. Guaranteed to be ALWAYS fresh and crisp in the glass jar if the lid is on tight.

TO DEALERS: If you are unable to obtain "PLANTERS PENNANT SALTED PEANUTS," write to us at once, giving name and address of your jobber, and we will advise you how to obtain them promptly.



10 oz. jar, 50c.  
6 oz. jar, 35c.  
Glassine bag, 5c.  
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**PLANTERS NUT & CHOCOLATE CO.,**  
Wilkes-Barre, Pa.  
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## WINTER TRAVEL

Continued

has two through trains to the Pacific Northwest daily, the Olympian and the Columbian and the Pacific Limited to San Francisco via Union Pacific and Southern Pacific System.

Passengers on this railroad have the unique experience of traveling 649 miles pulled by giant electric locomotives through mountain regions.

The link between the routes terminating in California and in Oregon is the famous Shasta Route of the Southern Pacific System between San Francisco and Portland.

## OVER THE DIZZY HEIGHTS OF THE APACHE TRAIL

This premier scenic attraction of the Sunset Route between New Orleans, Los Angeles, and San Francisco might well be termed one of America's most spectacular nature- and man-made wonders. Through tourists who fail to break their journeys in order to make the trip over the Trail miss an experience of intense interest.

Following the winding war-path of the Apaches through the gorgeous-hued Superstition Mountains for a distance of one hundred and twenty miles between Globe and Phoenix, Arizona, is the government road with that engineering triumph, the Roosevelt Dam, at about its half-way point. Over this rock-carved highway passing a continuous succession of fastnesses, buttes, mesas, skirting tremendous precipices, penetrating shadowy cañons is the ten-hour automobile trip unlike any other in the land. Near the great dam, and beautiful lake held in its embrace, are the Tonto Cliff Dwellings, over which broods the spirit of prehistoric romance.

Transcontinental tourists over the Southern Pacific Route from the east may take through sleeping car direct to Globe, resuming the rail trip after the automobile ride over the Trail by through sleeper from Phoenix to Los Angeles. The reverse arrangement is open to east-bound travelers from Los Angeles.

THE GRAND CAÑON OF ARIZONA  
NATURE'S GREATEST MASTERPIECE

Undoubtedly America's greatest natural wonder, the Grand Cañon of Arizona, is preeminently worthy of a visit by the transcontinental winter traveler. This scenic masterpiece is reached by one of the favorite southern routes to the Pacific Coast. The winter season is therefore an appropriate time to see the chasm. There are occasional light snowfalls on the rim, but snow is unknown in the vast depths beneath.

Many artists and writers have journeyed to El Tovar, explored the Hermit Rim Road, made the 6,000-foot descent of Bright Angel or Hermit Trails and endeavored to picture by brush or pen this creation of nature. None, however, have been able to give an adequate portrayal because the Cañon is a place of countless phases, lights and shadows continually changing colors of bewildering shades.

As John Temple Graves truly says: "Put away words. There is nothing to do before this unspeakable glory but to be silent and still, while the poor, cramped soul beats against its bosom for expression, and in the impotence of all human speech simply whispers 'God!'"

And speaking of the Cañon's marvelous hues, John Muir remarks, "but the colors, the living, rejoicing colors, chanting, morning and evening, in chorus to heaven! Whose brush or pencil, however lovingly inspired, can give us these?"

Direct Pullman service to the Grand Cañon is provided by the Santa Fé System, stopovers being obtainable on through tickets.

## IN THE SUNNY PLAYGROUNDS OF THE GOLDEN STATE

It would seem that in the days of creation California was designed especially to be the garden of the world. A great mountain rampart was thrown about her northern and eastern borders, screening arctic winds and filtering desert heat. That it might be a wall of beauty Nature crowned it with the pure white of eternal snow. The blue waters of the Pacific were made the western limits of this garden. The shore line was tilted eastward a bit to give a warm exposure. Between these waters and the snow-clad Sierras a fertile soil was established to nourish the largest and oldest forest giants existent in the whole world, the greatest variety of exotic trees to be found on the continent, flora numbering about 2,500 species, and, with irrigation's aid, more than ten million fruit-trees.

Climate of every degree was provided and altitudes ranging from below sea-level to 15,000 feet above.

What wonder, then, that the Franciscan padres found here a "terrestrial paradise" and builded those missions which are to-day one of the most picturesque historic landmarks of our country. Later generations came to find health and profit in California orchards of peach, apricot, prune, olive, almond, walnut, and citrus fruits, and after these settlers, the nationwide migration to one of our most seductive winter playgrounds.

California itself has accomplished much in developing this winter fairyland. Her living accommodations for the vast army of visitors range from rose-bordered bungalows to magnificent hotels.

There are nearly fifty picturesque golf courses of wide renown, not including scores of less famous links.

The scenic motor-drives, well paved and maintained, aggregate thousands of miles, most celebrated of all being El Camino Real, "The Highway of the King," the historic pathway followed by the Franciscan Fathers from San Diego through Los Angeles, Santa Barbara, and San Francisco, and across the bay continuing to Sonoma.

With more than one thousand miles of coast-line, indented by many bays, yachting is a favorite pastime. San Diego, Los Angeles Harbor, Avalon Bay at Catalina Island, Long Beach, Santa Barbara, Monterey, and San Francisco are scenes of animated aquatic sports.

Surf and still-water-bathing facilities are among California's greatest attractions. Among the foremost beaches are those of Los Angeles, Santa Monica, Venice, Ocean Park, Redondo Beach, and Long Beach, Hermosa Beach, Newport Beach, Seal Beach within easy access of Los Angeles. Southward are Del Mar and opposite San Diego, Coronado Beach. Northward from Los Angeles are Santa Barbara, Montecito, and Atascadero beaches.

In California cities and towns there is an endless variety of charm from San Diego, "the birthplace of California," to Los Angeles, the city beautiful and the tourist center, Pasadena with its Tournament of Roses, Monterey and Del Monte the exquisite, Fresno in the heart of the fruit belt, and San Francisco, the cosmopolitan hill city, facing the Golden Gate.

No visitor to Los Angeles should miss the

attractive voyage to that scenic jewel twenty-six miles off the coast, Santa Catalina Island.

"If you are one," says Zane Grey, "who loves the sea and the open and the sunny slopes where wild flowers bloom, and if you want to become a fisherman, or if you are a fisherman of degree and aspire to some thrilling experiences with the great and vanishing game fishes of the Pacific—then go to Avalon." Among other recreations besides the fishing referred to by Grey are excursions in glass-bottomed boats to the marine gardens bathing, motor-trips to the summit, and through the mountains hiking, yachting, golfing, horseback-riding, etc.

From Los Angeles, Catalina is reached by motor-car or electric train to the new Catalina terminal at Los Angeles Harbor, where steamers of the Wilmington Transportation Company's fleet are boarded for the island trip terminating at Avalon.

The story of the Franciscan Missions is portrayed in a pageant drama, entitled "The Mission Play," presented at San Gabriel.

One of our most attractive national playgrounds is located in the cooler regions of the State.

The Yosemite National Park, on the central eastern border of California, is open throughout the winter. The mean temperature from November to February is 50°-68°, and this wonderland of nature in winter is as beautiful as the Alps. It is reached from San Francisco or Los Angeles by the Southern Pacific System to Merced, thence to the entrance at El Portal by Yosemite Valley railroad. The hotel here is open throughout the winter.

We have glimpsed in the foregoing just a few fragmentary parts of this winter garden of California. To treat even briefly of all its delights and possibilities for the winter vacationist would require whole volumes of concise description.

A WINTER VACATION IN HAWAII,  
PARADISE OF THE PACIFIC

The popularity of the Hawaiian Islands, often designated as the "Paradise of the Pacific," as an objective point both for winter (and also summer) tours, is increasing rapidly, especially since passenger-ships released from the United States transport service have returned to their regular Mainland-Hawaii service.

Almost every one interested in travel knows, sometimes more or less vaguely, that Hawaii boasts a volcano and, thanks to the phonograph, many are more or less familiar with Hawaiian melodies. Many have heard of the annual spring carnival, usually held about Washington's birthday, but beyond these there isn't a widespread knowledge of the varied attractions of this Territory of the United States.

Combined with luxuriant tropical scenery and South Sea fruits, evergreen shrubs and blooming flowers, cooling breezes and shining skies, a temperature that seldom exceeds 85° or drops below 55°, swimming, motoring, golfing, game fishing, hunting, surfing, and hiking the year round, the principal sights of the different islands are summed up by the Secretary of the Hawaii Tourist Bureau as follows:

Hawaii contains Kilauea, the largest continuously active volcano in the world, picturesque waterfalls, coffee, sugar, and tobacco plantations and mills, ancient landmarks, legendary lore of the early Hawaiians; Mauna Kea and Mauna Loa, each more than 13,000 feet high, the highest

mountains in the Pacific; Onomea, natural arch, etc.

**Maui** among its attractions has Haleakala, meaning "The House of the Sun," largest extinct volcano on earth. The Koolau ditch trail, an exhilarating horse-back ride along a marvelous irrigation system with natural and artificial waterfalls, tunnels which date back to monarchy days, flumes, precipices, etc. Puunene, immense sugar plantation, pineapple canneries, etc.

**Oahu**—city and county of Honolulu—treats the visitor to the Pali, a famous precipice, one of the beauty spots of the Pacific, coral gardens, viewed from glass-bottomed boats, aquarium with marvelously colored fish, Bishop museum and collection of Hawaiian antiques, including priceless feather capes worn by ancient monarchs, Japanese tea-gardens, Chinese temples, Oriental shops. The Palace and its throne room, Waikiki beach with its bathing and surfing in outrigger canoes or on surfboards, government forts and Pearl Harbor, with recently completed naval dry dock, one of the largest ever constructed.

**Kauai** provides Waimea and Olokele cañons. Hanalei Bay, a graceful sweep of ocean beach; the Barking Sands, a freak of nature; the Spouting Horn, a geyser of salt water; Kaena, wet and dry caves.

Ample hotel accommodations are found on all the islands.

With many excellent motor-roads; reaching out to practically all points of interest on the islands, many visitors bring their own cars. Local automobiles with reasonable rates are numerous, however, and on the island of Oahu alone there are over 5,000 machines. There are also attractive railway trips, particularly those railway traverses of Maui and Hawaii, being scenic routes. On Hawaii, the grades, tunnels, and curves as viewed from an observation car in a delightful half-day ride make one gasp with amazement.

In Honolulu, theaters, golf links, and the usual clubs of any metropolitan city combine to offer ample recreation. Athletics of all kinds, including swimming meets, regattas, horse-racing, and polo, are popular the year around.

It is difficult for prospective tourists to realize, until they have paid Hawaii a visit, how thoroughly and typically American the whole territory is, with just enough of the tropics and the Orient thrown in for a good measure of romance and charm.

Because so many ocean-carriers call at Hawaii, it is often designated as the "Crossroads of the Pacific Steamship Lanes." The voyage to or from the United States occupies about six days and the following sailing arrangements are available:

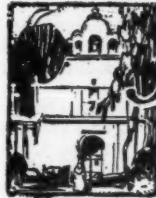
At present it is necessary to embark from San Francisco or Vancouver, B.C., but early next year a line from Los Angeles direct is promised and another from Baltimore, via the Panama Canal, assured. The Canadian-Australasian Steamship Company maintains a regular schedule from Vancouver, B.C., to New Zealand and Australia via Honolulu. Passenger-ships of the Toyo Kisen Kaisha, the China Mail and the Pacific Mail, plying between San Francisco and the Orient, also call regularly at Honolulu, as do the ships of the Oceanic Steamship Company, operating from San Francisco to Australia. An average of at least two mails per week arrive in Honolulu from the mainland, and often more. Stop-overs of these ships, from six to twenty-four hours, usually suffice to see Honolulu's chief attractions, but none of the other islands. Stop-over from one ship to another is possible, however, and many transpacific travelers arrange to spend their vacations here. The Matson Navigation Company maintains a weekly, six-day passenger service between San Francisco and Honolulu only. On two ships, alternating

# California

## via Sunset Route



Every mile a scene  
worth while



ALL THE WONDERS of the Golden Southwest, famed for its traditions, scenery and climate—all the irresistible beauty and romance of Louisiana, Texas, New Mexico, Arizona and California are yours when you travel over the Road of a Thousand Wonders via the

### SUNSET LIMITED

New Orleans      Los Angeles  
San Antonio      San Francisco

Enjoy the fascinating ways and byways of quaint New Orleans, the Crescent City; busy Houston; San Antonio and its famous Alamo; El Paso, the "Border City"; the "Apache Trail" with its ancient cliff dwellings, magnificent gorges and gigantic Roosevelt Dam.

Get away from snow and shivers and choose this mild, sunny, salubrious route. Observation Car, through Dining Car and other comforts of modern travel.

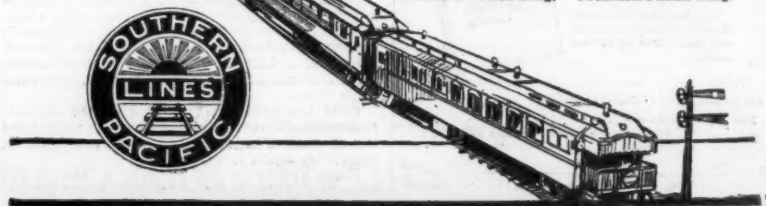
Daily Through Tourist Car Service between Washington, D. C., and San Francisco.

Tri-weekly Sleeping Car Service to Globe, Arizona, for the side trip to ROOSEVELT DAM, on the APACHE TRAIL.

For Information and Literature address

## SOUTHERN PACIFIC LINES

New York      New Orleans  
165 Broadway      Pan-American Bank Bldg.  
Houston      San Francisco  
Southern Pacific Bldg.      Southern Pacific Bldg.







## "We heaped the table with Christmas roses"

It's an experience—this Christmas out-of-doors, by the blue Pacific, with everybody's children testing their new toys along miles of green lawns at San Diego, California.

Then, the dinner table, banked with your own blooms and spring-time foliage, and, in the warm dusk, the noble chanting of men's voices from a vine-clad balcony beneath the silent stars.

Life at San Diego means more than elsewhere because, with abundant sunshine, and the zesty tang of the warm sea-breeze, you'll find more time and opportunity for recreation & enjoyment.

Fruit and crops ripening every month in the year—the matchless beauty of ocean, mountains and bay—the advantages of a busy, modern city of 90,000 residents, and 400 miles of superb boulevards along the sea or through upland valleys and mountain passes, all combine to make this the ideal city for your permanent home.

Through Pullman service is operated between San Diego and Chicago over the new San Diego & Arizona Railway, in connection with the Rock Island and Southern Pacific "Golden State Limited." A delightful, mild climate trip through Imperial Valley and magnificent scenery.

Christmas and cool midsummer—autumn and spring—all are flower garlanded and delightful at

**San Diego**  
California

This booklet tells more about it. Sign the coupon and get it free by return mail.



SAN DIEGO-CALIFORNIA CLUB,  
300 Spreckels Building, San Diego, California.  
Gentlemen: Please send me your free booklet about San Diego.  
Name \_\_\_\_\_  
Address \_\_\_\_\_

## WINTER TRAVEL Continued

fortnightly from San Francisco to Honolulu, visitors may continue on to the island of Hawaii, home of the Kilauea volcano. In three weeks, on one of these ships, it is possible to make the round trip from San Francisco to the Hawaiian Islands, including a trip to the volcano and around the island of Oahu—city and county of Honolulu. Two more Matson ships have similar fortnightly schedules to the island of Maui. An intermediate steamer carries passengers to Kauai each month from San Francisco, via Honolulu. The Inter-Island Steam Navigation Company maintains a twice-a-week schedule from Honolulu to the other island ports. On either line the inter-island trips require but an overnight ride; and to Maui, but a few hours.

### THE ENCHANTING ISLANDS OF THE SOUTH SEA

"No part of the world exerts the same attractive power upon the visitor," says Robert Louis Stevenson, of the South Sea Islands. "The first experience can never be repeated. The first love, the first sunrise, the first South Sea Island, are memories apart and touch a virginity of sense." To these islands, immortalized by the great writer, are voyages revealing in actuality the coral-rimmed atolls, coconuts, and descendants of cannibal races heretofore only the product of our imaginations.

Circular tours may be arranged leading from San Francisco or Vancouver and including Tahiti, Rarotonga (Cook Islands), New Zealand, Australia, Fiji Islands, Samoa, Hawaii, or even returning via China. Between the United States and Australia the time each way, including stop-overs at ports en route, is between three to four weeks.

"Tahiti," says Paul Gooding, writing in a recent issue of *The National Geographic Magazine*, "is an extraordinary work of creation—a jagged, fertile cinder from volcanic pits perhaps, or a verdant fragment of a sunken continent. It is, indeed, a steeped gem of wondrous green within a coral ring. Here the tired or distressed mind is composed and renewed by lasting quietude and by knowledge that madly competitive centers are far away."

Rarotonga is an island of lofty mountain peaks clad in dense tropical vegetation, sweeping beaches fringed with coconut-palms, the surrounding sea tinged with purple, the skies of the richest azure, the kindly natives paddling their primitive outriggers—in short, a typical picture of South Sea charm.

Both New Zealand and the continent of Australia offer a variety of interesting trips both short and long.

Suva is the chief port of the Fiji Islands, whence automobiles transport the visitor to points of interest.

Samoa is of especial interest to Americans, for here the Stars and Stripes welcome the visitor entering Pango Pango Harbor, the island of Tititula being a United States possession. Lovers of Stevenson make a side trip to Apia where on the summit of Mount Vaila is the author's grave.

From San Francisco southwestward, a twelve-day sail by ships of the Union Steamship Company of New Zealand brings the tourist to Tahiti, the next stop being at Rarotonga (Cook Islands) (two and a half days), thence to Wellington, New Zealand (six days), and Sydney, Australia (four days).

Over the Sydney Short Line of the Oceanic Steamship Company a voyage may be made from San Francisco to Hawaii, Samoa, and Sydney, total time about three weeks.

From Vancouver and Victoria to Hawaii, Fiji Islands, New Zealand, and Australia steam the vessels of the Canadian Royal Mail Steamship Line.



## The Land of Enchantment

Where winter's grey skies become blue and sunny and the cold treacherous blizzards are transformed into seductive, gentle breezes.

Come where health and happiness await you, and enjoy the Winter Season in the sunny fairyland of the South.

GOLF—TENNIS—SURF-BATHING—FISHING—SAILING—MOTORING—AVIATION, etc.

Through Pullman Trains from NEW YORK to ST. AUGUSTINE, ORMOND, PALM BEACH, MIAMI and to KEY WEST for HAVANA.

For full information, write

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East Coast  
243 Fifth Ave. New York (FLAGLER SYSTEM) St. Augustine, Florida

## FLORIDA EAST & WEST COAST RESORTS HAVANA, CUBA

The short line from New York, Philadelphia, Baltimore, Washington and the East is the

## SEABOARD AIR LINE RAILWAY

Through Raleigh, Pinehurst, Southern Pines, Camden, Columbia, Savannah and Jacksonville. You will thoroughly appreciate the delightful service and quick schedules of the SEABOARD FLORIDA LIMITED and other finely equipped through Seaboard trains.

Improved service Jacksonville to Tampa, St. Petersburg, Belleair, the Manatee Section and West Coast Resorts.

For booklets, information and tickets see your local agent or write Company's agents at Washington, Baltimore, Philadelphia, New York.

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## WINTER CRUISES

January—February—March 1921

West Indies—Windward Islands  
Panama Canal—South America

Sailing from New York and from New Orleans, 15 to 26 days each, on largest steamers to Caribbean, White Star Line "Meganitic," 20,470 tons, and American Line S.S. "New York" and "St. Paul," \$300 upward. Specially selected ports of call. Delightful Shore Excursions. Apply for Illustrated Folder W-Z, Cruise Department, International Mercantile Marine Company, 9 Broadway, N. Y.; 14 North Dearborn St., Chicago; 709 Gravier St., New Orleans; 550 Market St., San Francisco.

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The Inexpensive, Convenient and Practical Heater for Automobile Owners  
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Chicago Flexible Shaft Co., 5613 Roosevelt Road, Chicago

## WINTER VOYAGES TO THE LAND OF CHERRY BLOSSOMS AND TEMPLES

There are no political or other disturbances to deter the winter traveler from a trip to the Orient. Transpacific steamship service has recovered from the curtailment and congestion it suffered during the war, and the various lines offer an ample selection of well-appointed vessels.

A trip to Japan and China, visiting Hawaii and the Philippines en route, is of interest and charm to travelers who enjoy a long ocean voyage combined with unusual scenes and peoples ashore.

"Japan," says W. B. Mason, in that monumental volume, "Present-Day Impressions of Japan," "has become the wonderland of the tourist. Ever since her unique social and political structure was rudely shaken by the guns of Western navies at Shimonoseki and Kogoshima, the interest taken in the Land of the Rising Sun has been absorbing and universal. The traveler has found there the charm, the mystery, of an ancient civilization, for whose manners and customs we have to go back to Pompeii and Herculaneum to find a parallel."

It is difficult within these brief limits of space to give even a hint of this fascinating land of pine-clad islets on inland seas, snow-capped volcanoes, picturesque waterfalls, ancient temples, and artistic pagodas, gardens containing forests in miniature, bow bridges spanning lakes and creeks, *jirikishas* wheeling beside the motor-cars, castles built in former centuries standing within sight of great modern office buildings. And what is true of Japan is applicable in a large measure to China.

Tourists who leave Pacific Coast ports about the middle of February will reach Japan at the Cherry Blossom season.

Ticket arrangements between the transpacific lines and the government railways of Japan and China make it possible for first-class passengers to vary the voyage after reaching Yokohama by making the journey between here and Shanghai overland by rail. This trip enables the tourist to visit the chief points of historical and scenic interest in Japan, Korea, and China.

Space does not permit of outlining here the many tours of Japan and China. So much depends upon the traveler's time and pocketbook that it is advisable for the independent traveler to consult the official Japan Tourist Bureau, which maintains offices in the leading cities of Japan, China, and Korea.

Well-arranged tours are provided by the leading American tourist agencies. Following is a list of the leading steamship lines between the United States, Japan and China.

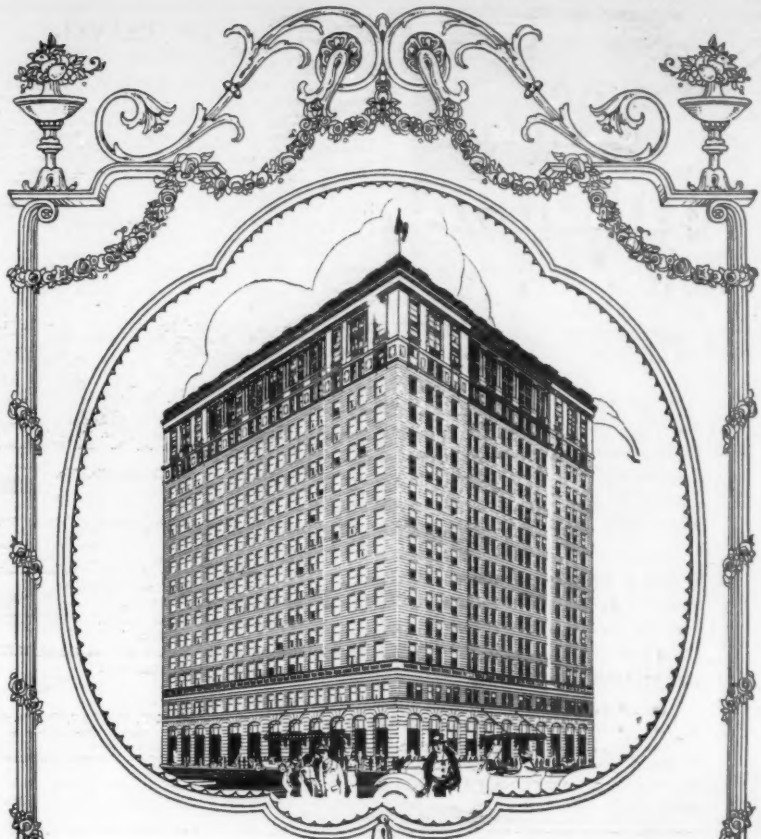
Under American register steam the ships of the Pacific Mail S. S. Company from San Francisco for Honolulu, Yokohama, Kobe, Shanghai, Manila, and Hongkong.

Direct transpacific service between Seattle and Yokohama, Kobe, Nagasaki, Shanghai, Manila, Hongkong is provided by the American Line of the Nippon Yusen Kaisha (Japan Mail Steamship Company), connecting at Japan and China ports with its various Oriental services.

Also from San Francisco sail vessels of the China Mail Steamship Company, Ltd., flying the American flag and plying between San Francisco, Honolulu, Manila, Yokohama, Nagasaki, Shanghai, Hongkong, and Singapore.

The North American Line of the Toyo Kisen Kaisha (Oriental S. S. Company) operates four huge turbine ships between San Francisco, Honolulu, and Yokohama.

Between Vancouver or Victoria and Yokohama, Kobe, Moji, Nagasaki, Shanghai, Manila, and Hongkong steam vessels of the Canadian Pacific transpacific fleet.



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*Now one thousand rooms with bath*

Hotel Sherman rates, in all departments, are noticeably lower than those of other leading metropolitan hotels.

This is but one reason why our patronage has grown so rapidly that recently we have had to add three floors to Hotel Sherman.

Separate clerk and attendant service on each floor—modern ideas in hotel management—play an important part in Hotel Sherman's popularity.

It is the home of the College Inn, one of the world's famous restaurants.

Hotel Sherman charges for rooms with bath are from \$3.50 to \$5.00 per day for one person, and for two from \$5.00 to \$8.00. Separate floor service on every floor.

### Fort Dearborn Hotel

*Van Buren at La Salle*

Five hundred and fifty rooms, all with outside light and air. Rates \$2.50 and \$3.00 a day. In the heart of the wholesale, financial and general business district. Just across from the La Salle Street Station.

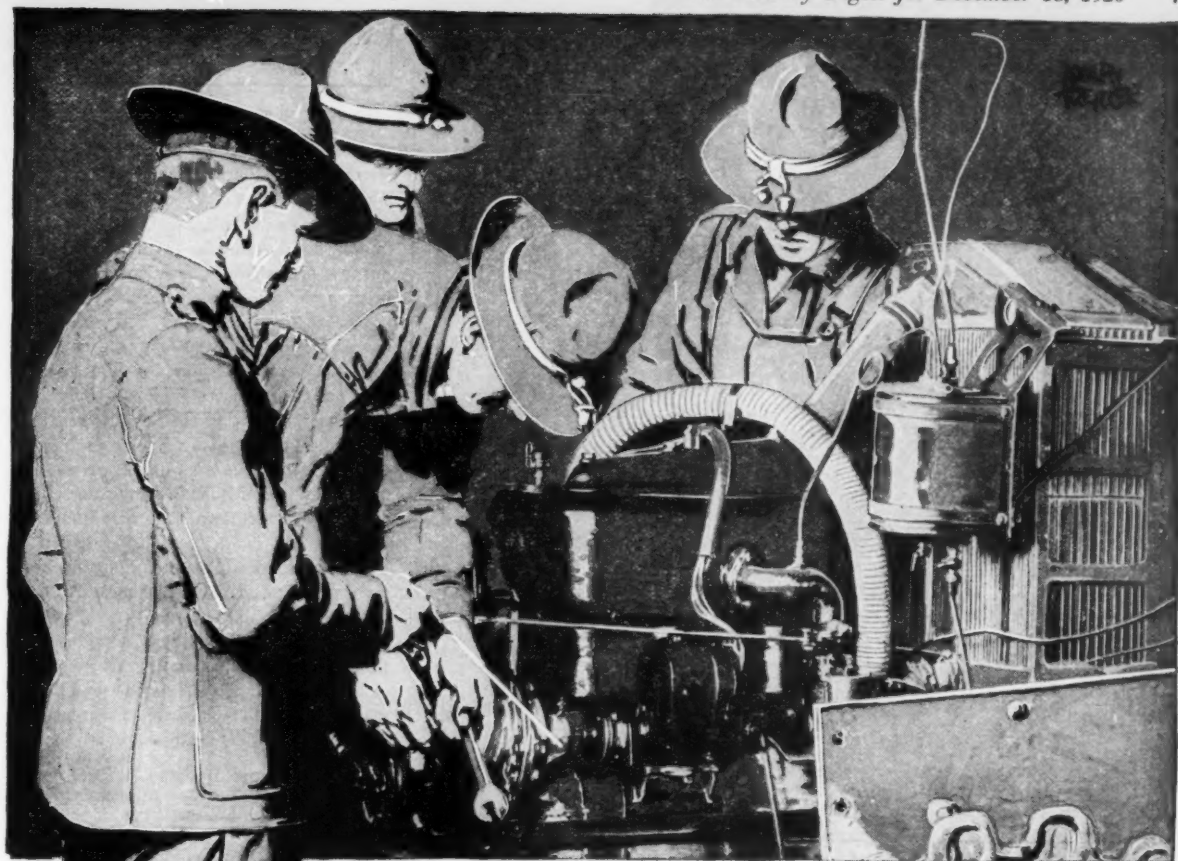
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Fort Dearborn Hotel  
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The U. S. Army School is the greatest school in the world. More than a hundred thousand students in it—about fifty percent of the enlisted men—all studying something.

Some are studying general courses: arithmetic, spelling, geography, English, U. S. History.

Some are learning a trade: auto-mechanics, masonry, printing, plumbing.

Some are learning to be radio operators: some bakers; some horseshoers; some truck-gardeners.

Some school—the U. S. Army School—that teaches a hundred trades.

And the soldier earns a good living while he is learning, has a chance to rub elbows with folks from other than his own home town, and live in new eye-and-mind-opening surroundings.

# THE ARMY TEACHES TRADES



## Do your Christmas Coughing early— and elsewhere

When you go to a holiday party  
Avoid the unpopular smarty  
Who brings for all present  
A gift most unpleasant—  
A cough that's explosive and hearty.

*Drop that Cough*  
**SMITH BROTHERS**  
*of Poughkeepsie*  
**FAMOUS SINCE 1847**



## SCIENCE AND INVENTION

*Continued*

### WEATHER FORECASTS BY ROCKET

**P**ROF. ROBERT H. GODDARD'S rocket may not go as far as the moon. This is unfortunate, for a large number of readers have doubtless firmly fixt in their minds the idea that he invented it for the purpose of reaching the moon and that he intends to send it there, probably with a passenger or two. What Professor Goddard really has in mind may be gathered from a communication by him to the National Academy of Sciences on "The Possibilities of the Rocket in Weather Forecasting," printed in *The Proceedings of the Academy*. He is really after a method of recording atmospheric conditions at an altitude greater than that attainable by balloons. It is well understood, writes Professor Goddard, that the pressure, temperature, wind velocity, and moisture content, which obtain at the ten-kilometer (six-mile) level, would be of much importance in weather forecasting, making possible the prediction of surface conditions many miles distant from the place of observation. He continues:

"The data would obviously be of greatest value if obtained simultaneously at a number of separated stations. If this were done, an accurate weather map, representing conditions at a definite high elevation, could be made, and compared with that representing surface conditions. Such a high-altitude weather-map would also be of obvious importance in aviation.

"It is evident that the time of ascent should be as short as possible, not only in order that the data for the various stations should be obtained simultaneously, but also in order that drifting by the wind, and the consequent difficulty of recovery of the apparatus, be reduced to a minimum. The descent should also be as rapid as possible, for the same reasons, with proper arrangements to prevent damage on landing.

"It would also be desirable, altho not essential, that the instruments remain at, or near, the six-mile level for from one to five minutes.

"In short, then, the most desirable method of obtaining high-altitude data for weather forecasting would consist in the sending of instruments daily from a number of stations, the ascent and descent being as rapid as practicable; provision further being made, if desirable, for maintaining the instruments at this level during an appreciable interval of time.

"Altho the ordinary rocket has a vertical range of but a few hundred feet, the rocket should, in principle, be capable of reaching much greater altitudes. It is evident that a great elevation must be obtainable provided a large part of the heat energy of the propellant is converted into energy of the ejected gases, and also provided the proportion of mass of propellant to total mass is high.

"It should be understood that altho theory indicates the possibility of reaching great altitudes, the application discussed in the present paper is solely the raising of recording instruments to a moderate height.

"As regards the conditions to be satisfied by the most desirable method above outlined, other than the mere attainment of the altitude, the rocket method is ideally suited to the raising of apparatus rapidly and without jar, inasmuch as the propulsive force is sensibly constant, and, therefore, the apparatus, starting from rest, will rapidly attain a high velocity. After the propellant has been completely expelled, the apparatus will gradually be brought to rest by gravity. A parachute device, carried by the rocket, could permit of any desired speed of descent; the details of construction and operation being, of course, well understood.

"Concerning the maintenance of high level for an appreciable interval of time, the rocket apparatus can contain, besides instruments and parachute, a rubber balloon of the usual size, compactly folded, together with a steel sphere containing compressed hydrogen, to be released into the balloon when the upper limit of flight has been reached. The parachute would be brought into action, and the balloon released, a predetermined interval of time after the balloon had been inflated.

"The first condition for increasing the range of the rocket apparatus is the injection of the powder gases with as high a velocity as possible. This feature has already been developed to a satisfactory degree. The velocity of the ejected gases has been increased from 1,000 to over 7,500 feet per second; or, expressed differently, the fraction of the heat-energy of the powder that is transformed into energy of motion of the ejected gases has been increased from one-fiftieth to over a half, the propellant being a dense smokeless powder.

"Regarding the second condition for a great range, namely, the employment of a large proportion of weight of propellant to total weight, it should be understood that this proportion need not be large for a range as low as six miles. It is necessary to employ the principle of multiple charges if the proportion is to exceed the value for ordinary rockets, which is about one-fifth. This action consists in the loading and firing of a number of charges successively in the same combustion-chamber.

"The results of work upon this feature, to date, have been the development and experimental demonstration of a simple and light multiple charge apparatus, firing a few cartridges and traveling straight. In order to complete the development, it is necessary to adapt the apparatus to fire a large number of cartridges and to make the parts, exclusive of propellant, sufficiently light. Work on increasing the number of cartridges is in progress.

"In order to complete the development with a minimum of expense, the perfecting of details should be carried out only in so far as is necessary in order to produce an inexpensive apparatus. The only expense of maintenance will be a new magazine for each ascent.

"In any case, the time required to reach the six-mile level should be of the order of twenty seconds, if the retardation due to air resistance and gravity is minimized.

"As an illustration of what should be possible with an apparatus developed in this way, it may be said that, using as a basis for the estimate a velocity of ejection of 5,500 feet per second, which is easily obtained, a rocket weighing of the order of eleven pounds initially and six pounds at the highest point would be needed in order to send instruments weighing one pound to the six-mile level.



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[illegible][illegible][illegible]

(Continued on page 82)



# RUUD HOT WATER

**H**OMES with a Ruud know no hot-water limitations. Hot water a-plenty is always on tap, morning, noon, or night, from any hot-water faucet in the house—bath-room, kitchen, or laundry.

There is nothing to watch, nothing to fix and nothing to wait for—the Ruud goes in the basement or other convenient place. Its service is instantaneous and continuous, and there is no waste, because the Ruud heats only the water you use.

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*"Hot Water All Over the House"*

Ruud Hot Water speeds up wash-days, helps servants do their work and makes them more contented. Every member of the family enjoys the instant service of the Ruud.

Think what it means in home comfort to have water fresh from the mains heated instantly

as it flows through rust-proof copper coils. Surely your home needs this convenience.

Ask your gas company or your plumber or any gas-appliance dealer *today* about Ruud Hot Water. The Ruud is made in sizes to fit any home, no matter how small or how large.



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Beautifies  
Your Teeth  
  
Hardens  
Your Gums

No Grit—No Acid  
NOT A PASTE

Children Like  
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## What Is Best? For Your Teeth? Let This Test Show

PLACE a small quantity of Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterile gauze around your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or take up on your brush all the powder left in your hand and clean all your teeth. See how quickly they are made pearly white.

No Grit—No Acid  
NOT A PASTE

{Pastes are made  
with glycerine}

THOUSANDS upon thousands of men and women have already turned from other dentifrices to Revelation Tooth Powder. This shows that dentists are exerting a powerful influence in educating the public to combat the actual cause of tooth and gum troubles.

For "Revelation," in addition to whitening and beautifying your teeth quickly *without grit or acid*, instantly arrests fermentation in your mouth. Such fermentation is the cause of teeth decaying or discoloring with film, of gums becoming so soft they bleed, so sensitive they hurt to touch. "Revelation" removes all film and overcomes its cause. It is NOT A PASTE. It hardens the gums.

### "The Dentifrice Prescribed by Dentists"

"Revelation" is a product of the New Dental Science which insists on healthy gums as well as lustrous teeth. Its freedom from injurious substances has caused such a vast number of dentists to prescribe "Revelation" that last year we sold 1,000,000 cans without advertising—a tremendous business created by dentists' own personal test.

### What Science Has Found

Grit cuts the gums, opening the way to Pyorrhea. "Revelation" is excellent for massaging sore gums. Acid injures tender membranes. "Revelation" nullifies mouth acids, purifies the mouth. "Revelation" makes the gums firm, pink and healthy because it is a powder.

Mark how quickly "Revelation" dissolves into a snow-white foam which arrests fermentation, cleanses and whitens your teeth, cools and refreshes your gums. These results are guaranteed by our unqualified pledge of satisfaction or money back.

"Revelation" is so pure that you do not have to rinse your mouth after brushing your teeth at night. Let the powder remain to combat fermentation while you sleep—to sweeten your breath when you awake.

Insist on having the dentifrice which beautifies your teeth and hardens your gums. Your druggists can easily get Revelation Tooth Powder, or we will serve you by mail. Regular price 35c.



Proved by This Test

**August E. Drucker Co.**  
SAN FRANCISCO  
Branches: NEW YORK and CHICAGO

## SCIENCE AND INVENTION

Continued

### DIGGING FOR PAINT

MINERAL pigments must be mined like other products of the earth. In particular, the ochers, which are oxides of iron, running the gamut of color from rusty yellow to rusty red, are dug out of the ground like coal or copper. Writing in *The Engineering and Mining Journal* (New York), Marshall Haney describes the yellow ocher deposits of the Cartersville district in Georgia, and the processes by which they are mined. The first ochermine near the town was opened, we are told, in 1877, the ore being hauled in wagons to this point, where it was prepared for market. In drying the ocher a crude brick furnace with sheet-iron bottom and a fire-box near one end was used. The first systematic mining and preparation of the ore with modern machinery were begun in 1891, and the output for 1900 was valued at \$73,000. Writes Mr. Haney:

"The ore-bearing area includes about seventy square miles in the southeastern portion of Bartow County, partly in the Appalachian Mountains and Piedmont Plateau and partly in the valley. The region has been subjected to intensive compression and at many points the rocks have been greatly altered by chemical and physical action.

"The most important formation is the Weisner quartzite, which shows evidence of great compression over the district, and this produced conditions favorable for the deposition of ocher, which occurs in a continuous belt from near Emerson to Rowland Springs, a distance of nine miles.

"There is little difference in the appearance of the ore in this district excepting for a slight variation in color. This varies from a dark to a light bright yellow, and is caused by the clay admixture with the ocher, which in turn depends on the character of the rock which the ocher replaces. The colors of ochers generally depend upon chemical composition. Prospectors are guided in locating the ore by fragments and masses of quartzite impregnated with ocher and of a yellow color, and in many places there is little or no showing at the surface and its presence is indicated by natural or artificial cuts and openings.

"The ocher deposits form along irregular branching veins which cut the rock in many directions, and at irregular intervals the veins narrow and widen and thin and thicken. For this reason the workings are very irregular, and in some places the chambers are ten or twelve feet in diameter and connected by an irregular narrow passage with another chamber of varying dimensions. Where the ocher bodies are inclosed by quartzite it is frequently necessary to blast, altho this is not required where the ore is inclosed in clays.

"The pure portion of the ocher bodies is soft and is easily mined with pick and shovel. Much of the mining is open cut. Timber is necessary to prevent caving, and the workings are extensive enough to use electric lights and tramways.

## "Let Me Teach You How to Speak"

Forcefully—  
Persuasively—  
Convincingly



Only  
15 Minutes'  
Pleasant  
Reading  
Daily Will  
Give You  
a  
Mastery  
of Speech

MEN HAVE RISEN to great business, professional, and political heights on the ladder of well-chosen English words rightly used.

Grenville Kleiser, world-famous speech specialist, has just completed his greatest work, embodying the ripest fruits of his experience and the richest products of his years of studying and teaching English.

It is published in ten NEW, handy, cloth-bound volumes which teach the whole art of public speaking. Each book deals with a particular phase of the subject. These new volumes are:

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Supplies a number of quotations, which are unique examples of the best and simplest of speaking styles, and adds short articles on Christ as an orator by leading authorities on public speaking.

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The tram-ears are hauled by mules or by means of cables.

"The preparation for the market consists of washing, drying, pulverizing, and packing. The fine portions of the ore remain suspended in the water covering the revolving shaft of the washer and are floated out by the water escaping through the openings near the top into a flume, which empties into a series of vats a short distance away, where the ore settles. Most of the water is removed by decantation and the rest by evaporation.

"Most of the treating plants handle from twenty-five to thirty tons per day. The vats are arranged in series and steam-pipes are run at close intervals along the sides and bottom for steam-heating. By this method only one or two days are required to dry the ore completely. The rack, air, and sun method requires about eighteen days to complete the drying. After the ore is dried it is pulverized and packed in barrels or bags of uniform size for shipment."

#### ALUMINUM FROM CLAY

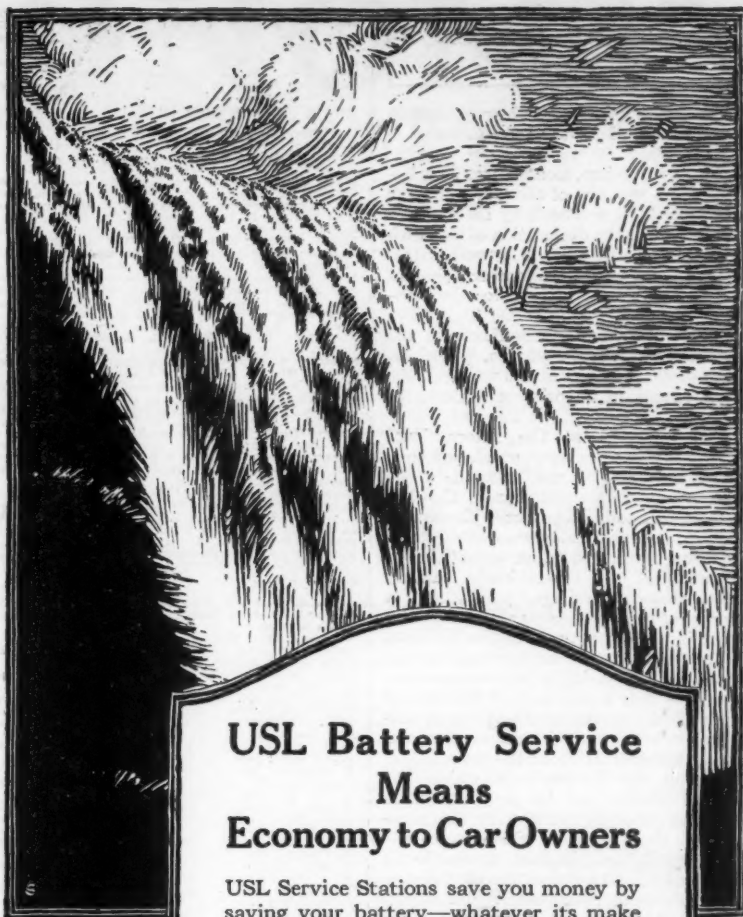
THAT the metallic base of ordinary clay is aluminum has long been known, and the hope that every clay-bank might turn out to be a commercial mine was held out at an early date by optimists; but hitherto the cost of the processes of extraction has been an obstacle. Now, however, the assertion is made by Dr. Glen L. Williams, an electro-chemical engineer, that from the clay known as kaolin aluminum can be produced at a cost low enough to make it a commercial proposition. Should this prove to be true, we are assured by a writer in *The Michigan Manufacturer and Financial Record* (Detroit) the world's supply of aluminum will be augmented by unlimited quantities which have hitherto been useless. He goes on:

"The source of all aluminum thus far manufactured is an ore known as bauxite, large deposits of which have been found in Arkansas and Georgia. Practically all of the aluminum made in this country is obtained from these sources. Chemists have been aware for a long time that certain clays, found nearly everywhere, contain a certain amount of alumina, but the expense of separating the alumina from the other elements contained in the clays has been so great as to make this source prohibitive as a commercial proposition. Among the clays containing the highest per cent. of alumina, kaolin is the most prominent, but never considered as a source of supply until Dr. Williams made his investigations.

"The results of these investigations and studies were recently submitted to a group of Detroiters, who considered the possibilities so great that they have taken over the processes, represented by some fifty patents, and have organized a company to be known as the International Aluminum Company, to manufacture aluminum from kaolin.

"The outstanding feature of Dr. Williams's process is that the alumina is separated from the kaolin by an electro-chemical process.

"The company has acquired properties in the State of Georgia which are estimated to contain a reserve of more than 100,000,000 tons of kaolin. This property is traversed by a railroad which connects



## USL Battery Service Means Economy to Car Owners

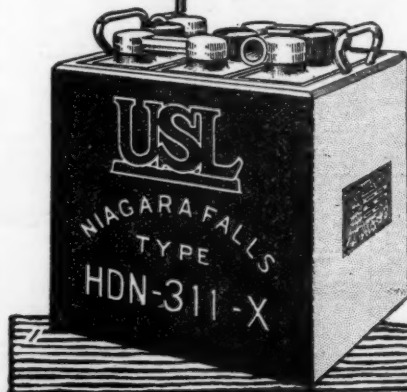
USL Service Stations save you money by saving your battery—whatever its make—and by keeping in good order your car's electrical system as well as the battery.

Some day your battery will need a repair. The USL Service Man often repairs batteries condemned by others. He'd rather repair *your* battery, if possible, than sell you a new one, because he builds business on your good will.

And—when you *do* need a new battery—you will get maximum value in the Niagara-Powered USL. This is the battery with Machine-Pasted Plates. It is 100% right—built in one of the oldest, largest and the most modern of battery factories—by a company which fulfills its liberal guarantees.

Take your battery problems to a USL Service Station and experience the satisfaction of USL Golden Rule Service.

**U. S. Light & Heat  
Corporation**  
NIAGARA FALLS NEW YORK





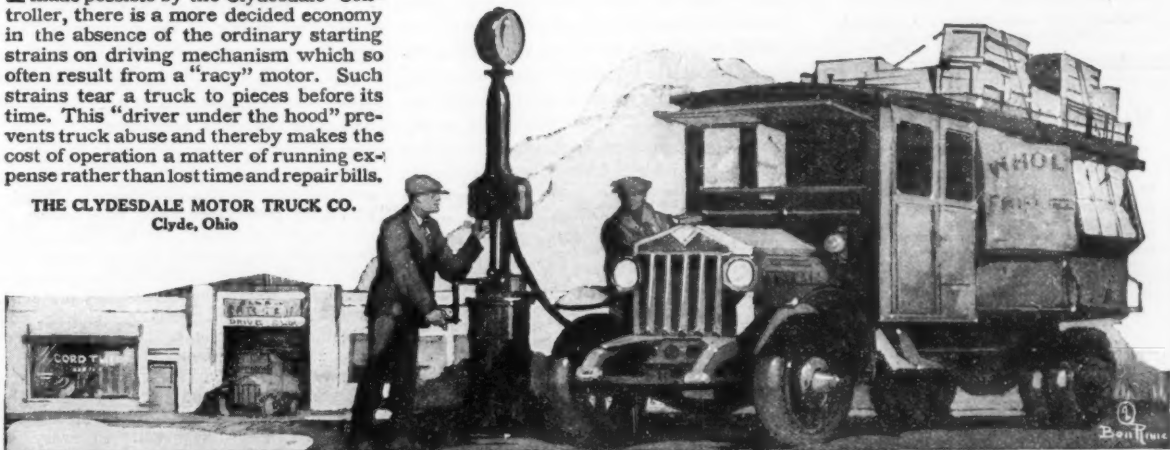
# ECONOMY

## NOT MILES PER GALLON, BUT MILES PER TRUCK

**W**HILE the consumption of gas, oil and tires must figure in motor truck operation, the most important element is the length of a truck's life. Upon this element depends the answer to a vital question, "How much does my truck cost per ton-mile?" Clydesdale represents true economy in long life and low upkeep, with a record to prove it.

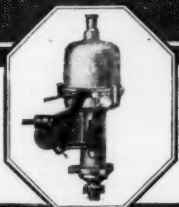
**I**N addition to the actual saving in fuel made possible by the Clydesdale Controller, there is a more decided economy in the absence of the ordinary starting strains on driving mechanism which so often result from a "racy" motor. Such strains tear a truck to pieces before its time. This "driver under the hood" prevents truck abuse and thereby makes the cost of operation a matter of running expense rather than lost time and repair bills.

THE CLYDESDALE MOTOR TRUCK CO.  
Clyde, Ohio



# CLYDESDALE

## MOTOR TRUCKS



### The Best Driver You Can Employ

Automatic regulation of gas supply insures an even motor speed. The Clydesdale Controller maintains such regulation at any speed selected. If the driver on the seat sets a speed of 10 miles per hour, the "driver under the hood" will keep the truck moving

at that speed uphill or down, on smooth or rough roads, without the use of accelerator. When no power is needed, this device idles the motor, even when the clutch is thrown out to shift gears. The economy of such mechanical control is obvious.





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## INVESTMENTS • AND • FINANCE

### PUTTING IT UP TO THE RETAILER

THE price situation—with retail prices slow to follow wholesale prices downward—is likened by a writer on the New York *Evening Post's* financial page to a dramatic performance in which a leading character refuses to respond to the call-boy. "The retailer declines to take the stage. The producer has played his part tragically and the wholesaler has trod the boards with at least a verisimilitude of heroism. But the retailer has lingered in the wings—the vociferations of pit and gallery have so far been wasted on him. The property-man (Wall Street) has emitted thunder and lightning, to no effect." The Associated Dress Industries in convention at Atlantic City recently urged retailers to cut prices and unload their goods as fast as possible. "Cut a loss, and let a profit run," is a Wall Street motto recommended to retail merchants by *The Wall Street Journal*, and the advice is echoed generally by the financial press. On all sides we hear that the situation "is up to the retailer." President Sabin, of the Guaranty Trust Company, says in *The Guaranty News* that the most important step which must be taken in the business world is "for retail merchants to realize that they, too, must meet the inevitable economic trend and adjust their prices to meet the new conditions." Mr. J. H. Tregoe tells credit-men dining in New York that "manufacturers and jobbers have taken their losses like real men recently, but many retailers to-day are blocking business progress because they are unwilling to take a temporary loss." For this reason *The Commercial and Financial Chronicle* finds manufacturers, wholesale dealers, and jobbers arrayed "against the retail merchants in pretty much all sections of the country." The New York *Evening Post's* Boston financial correspondent thus presents some of the "obvious reasons" why the retailer must for his own sake, and for the sake of business generally, proceed forthwith to cut prices to the bone:

The public reads of great reductions in commodity prices, and is irritated on finding scant reflection of this in its purchasing power. Certain things it gets cheaper, but the number is not large enough nor are the commodities of the right sort to lessen appreciably the strain on consumers. Having waited so long for a general reduction in the cost of living, the public is disposed "to see it through." It is a question of staying power, with the odds all in favor of the public.

The advertising columns are full of retailers' announcements of price reductions (very sizable in some cases), but these have almost an exigent appearance, tending to strengthen the consumer in his waiting attitude rather than otherwise. The consumer, in short, has become a good deal of a strategist. When he sees a tag embodying

a mark-down of 33 per cent. he handles the goods with keen scrutiny, and his conclusion often is that the quality has declined quite as much as the price.

The consumer feels that the retailer must soon "apply the knife in earnest," in order to dispose of the season's goods. So he waits. Further more, he is compelled to wait because—in the East at least—people have less money to spend. Continues this writer:

The retailer is the marplot in the situation. If his shelves are as full as many persons think, he has got to take sizable losses. The sooner he takes them the better it will be for everybody, himself included. For the feeling is strong that there will be good business in this country if only he can reach bed-rock. The wholesaler and the manufacturer are at sea, and must remain so until the retailer gages the situation for them. He, because he comes nearest the consumer, is their barometer, and at present he is not functioning with any approach to exactitude. Certainly, he has not yet afforded any indication as to when they can safely put on more sail; if anything, he creates a fear that they may have to run under bare poles.

"Consumers in the Saddle" is the heading of a *Wall Street Journal* editorial which notes the passing of the day when "any storekeeper could put goods behind his counter and some one would clamor for them without regard to price." In other editorials this daily comments:

From every part of the country comes evidence that the retailers have been the greatest obstacle to readjustment. Wholesale-price reductions have been going on since early this year. In the past month farm products declined 13.3 per cent., and are now 28 per cent. less than a year ago. Wholesale food prices dropt 8½ per cent. in October, and raw materials, fabrics, and clothing have tumbled. Yet retailers charge inflation prices.

In consequence, woolen and cotton mills are running on part time and the consumption of cotton in October was the smallest in the war-period. In every industry manufacturers are waiting for retailers to place orders; and the retail shelves are not being cleared because the public will not buy at the prices prevailing during the prosperity madness. . . .

The retailer who looks at his goods as worth what they cost him months ago is courting the same kind of experience as the farmers who held wheat for \$3 and now must sell for half that, or still less if they hold longer. The only ones to profit by this will be receivers and trustees in bankruptcies.

Labor, according to a bulletin of the National City Bank of New York, insists that wages should not be lowered to correspond with wholesale prices, because retail prices have not come down in proportion. So, again, it is "up to the retailer," and we read further:

He is the distributor and it is charged that he is blocking the flow of goods instead of helping it. His excuse is that he has



## Opening the Shortest Pathway to the Brain

IT is the prolonged dusk of Arctic night one hundred miles above the Circle—the thermometer far below zero and snow piled mountains high. A crowd of unlearned but eager Lapps, too numerous for the small mission chapel nearby, are assembled in the open air on skis and snowshoes—their eyes centered on a crudely erected screen of snow.

Across this screen, as white as Nature can make it, flashes a succession of vivid pictures—Japan, China, Korea, tropical India, all imaged on that Arctic background—pictures of climes and peoples that benighted audience had never dreamed of. And the source? A simple but efficient little stereopticon, the Balopticon, mounted on a rough table in the snow and covered with a heavy, protecting blanket, that its lenses may not break in the frigid atmosphere.

This true incident is perhaps unusual, but no more significant than countless other instances of Balopticon service. Optical projection has broken

down the travel barriers to a knowledge of the earth. Photography and projection co-operating bring the world to our feet, for whatever can be photographed anywhere can be projected in life-like reproductions anywhere else.

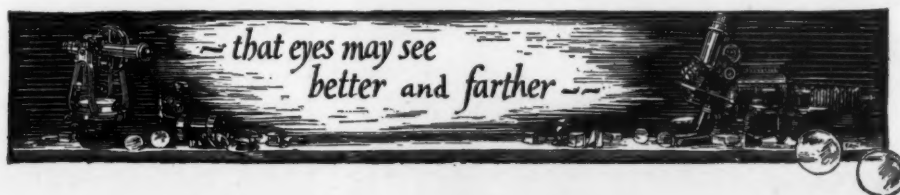
And so, in church and mission, school and college, lecture hall and home, wherever people of any race or creed gather together, the Balopticon has made its enlightening way, adding to the sum total of human knowledge as no other agency can. For the eye is the gateway of the shortest nerve path to the brain. What the eye sees, the brain comprehends quickest and remembers longest.

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## The Duty of Credit

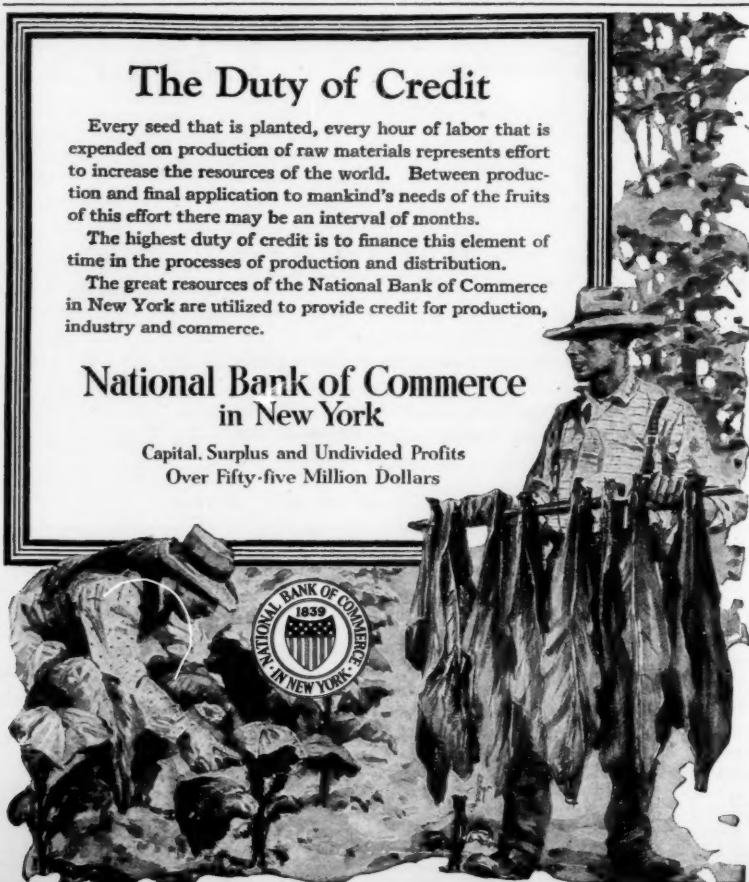
Every seed that is planted, every hour of labor that is expended on production of raw materials represents effort to increase the resources of the world. Between production and final application to mankind's needs of the fruits of this effort there may be an interval of months.

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## INVESTMENTS AND FINANCE *Continued*

goods which cost him high prices and he wants to work them off without loss before dropping to the new levels. It is to be said in his behalf that the price records of the Bureau of Labor show that retail prices generally lagged behind wholesale prices on the rising market, as they frankly do on the falling market. The report of the Federal Trade Commission on the flour industry, recently issued, shows that during the period 1913-18 wheat rose 160 per cent., flour at wholesale 146 per cent., and flour at retail 118 per cent.

There was much discussion while prices were rising over the point whether a retailer was justified in basing his prices upon replacement costs, and popular opinion generally held that he was not. We have pointed out in comments upon war-time profits that a dealer would need the profits of a rising market to meet the losses of a declining market. The proper basis for prices at all times is replacement costs, for there is no assurance that a dealer can control prices on any other basis. There is no certainty that he can sell goods at what they cost him.

But the fact that a retailer did not promptly follow prices on a rising market will not help him now. He can not afford to block the procession. The producer has had to come down, regardless of the fact that his crops or his goods were produced on the high level, the jobber has had to take his loss, and the retailer who gets down to the new level as soon as possible will gain by doing so. He will be selling low-cost goods while his slow-going rivals are tied up with the old stocks. The best policy for the merchant at all times is to turn his stock as fast as he can replace it at lower prices. Furthermore, in times like these every man who is a link in the business chain should do his part to accomplish a speedy readjustment and a restoration of confidence. There can be no restoration of confidence until retail prices are in line with producer's prices. This is no time for recriminations about the blame for high prices or large stocks.

The situation may result in permanent changes in the methods of retail distribution. The tendency has been toward chain stores and distribution on a large scale by people who buy direct of producers, or through agencies controlled by producers. The present deadlock and inability of producers to make their reductions effective to consumers will stimulate it. More shoe-factories are going to have their own retail stores, for the sake of controlling prices to the public. The farmers are aroused over the failure of retail prices upon fruits and other products to come down, and thereby stimulate consumption when products are perishing. Possibly the retailer sometimes gets more blame than is coming to him, but this is a time when it behooves every one to play the game of cooperation so openly that all can see what he is doing.

Much of this criticism is resented by retailers, we read in the *New York Tribune*. They point to the succession of bargain sales that have been featured in most of our cities for months past, and they assert that they are doing their best to bring prices to proper levels. The executive of a large New England department store writes to *The Baché Review* a letter defending the retailer, from which we quote as follows:



Those of you who criticize us now seem to forget that it was the retailer who first cut prices almost six months ago when the manufacturers failed to recognize the change in the temper of the buying public, which the retailer was quick to sense through his close contact over the counter.

At that time the wholesaler and manufacturer were the first to criticize the retailer for reducing prices, telling him he would be unable to replace his stocks except at still higher prices! Had the retailer heeded this advice it would have prolonged the period of high prices, as none of us have heard of a wholesaler reducing his prices when the demand was still strong. Is this consistent with the great chorus of "Profiteer! Profiteer!" which the wholesaler is lustily shouting to-day?

In spite of your undoubtedly well-meaning statements to the contrary, I assert without fear of successful contradiction that the retailers as a class have not been guilty of profiteering during the war, nor are they at this time. We are all marking our merchandise closer to-day than for many years; we have been reducing stocks, and buying only from hand to mouth, and in so doing are able to follow the market down, giving our customers the benefit of the new low prices. . . . .

In further proof of my assertions that prices are lower in our stores to-day, let me cite these few instances—just a few of hundreds I could name:

	Price 6 Mos. Ago	Our Price To-day
Women's suits . . . . .	\$45.00	\$29.75
" hats . . . . .	8.00	5.00
" hosiery . . . . .	4.00	3.00
" gloves . . . . .	4.19	2.49
" coats . . . . .	39.75	21.00
" dresses . . . . .	37.50	29.75
Percales . . . . .	.69	.49
Fruit of Loom cotton sheeting . . . . .	.59	.39

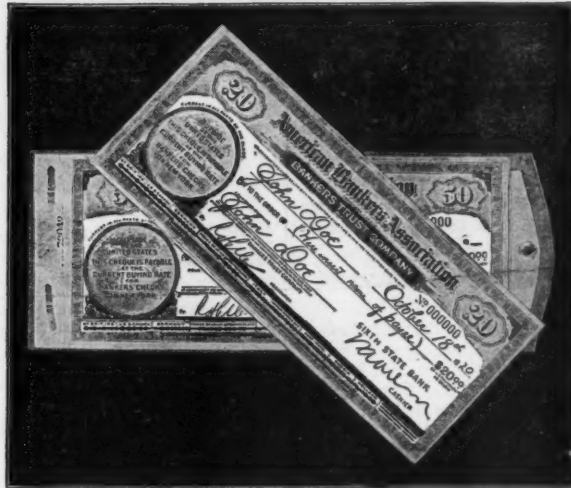
You see, gentlemen, the much-abused retailer is not entirely without a defense. He is by no means the heartless, selfish, conscienceless, unprincipled being he is sometimes represented to be, and every man of the craft who takes pride in his occupation, and values the respect of his associates and the community in which he lives, resents the imputations and injustices to which he has been subjected in just such articles as yours.

#### FRANCE AGAIN FEEDING HERSELF

**L**AST year France found it necessary to import 41,000,000 hundredweight of wheat; this year she is practically able to feed herself, and the harvest has been so good that the French Government has been enabled to cancel contracts for the import of South-American wheat into France. Within two years after the armistice, we note in a statement sent out by the French Commission in the United States, France has almost completely remade the vast area of her agricultural soil which was "pitted and scarred beyond usefulness by the ravages of the war." The Commission has a report showing that out of 7,000,000 acres which were rendered unfit for cultivation by the effects of battle from 1914 to 1918, only 280,000 acres will not be in a condition to permit of sowing next spring. As we read further in this statement:

The rest of the agricultural area has been restored, or will be restored, by the end of the current year. The reports to the Commission show that 4,000,000 acres, or more

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One of this country's prominent physicians recently probed into the question why men smoke.

He turned a deaf ear to glib prejudices and to accepted but half-thought-out notions. He based his conclusions upon a careful study of the use of tobacco by our men during the War.

He diagnosed smoking as being clearly a diversion, which helped rather than interfered with a man's performance of his duty.

Smoking is not a vicious practice but a happy sport. If it were not, this expert declares, men would long ago have begun taking "My Lady Nicotine" in the form of pills or tablets.

That's straight to the point. A man lights up his pipe for a little relaxation, not to interfere with but to improve his work.

He feels in need of a moment's let-up which will add to his power.

Back he throws himself in the most comfortable position in the old chair; he scratches his match slowly, carefully, not nervously; he lights up the fragrant weed in the old bowl not in haste but lingeringly; he watches the smoke curl away from his lips with the same peculiar happiness with which he watched Babe Ruth knock a home run, and then—

He plans how best to do what he has to do.

A good smoke—a good sport. A good sport—a good doer, when things have to be done.

Smoking is the sport of doers.

Of course, a good smoke depends greatly upon having just the right tobacco.

We recommend Edgeworth to you as a tobacco that has pleased many but not all smokers.

It may please you beyond words. It may not.

Just send us your name and address on a postcard. If you feel like doing us a favor, send us also the name of the dealer to whom you will go for supplies, in case you like Edgeworth. We will send you without charge samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Edgeworth Plug Slice comes in flat cakes, cut into thin, moist slices. One slice rubbed between the hands fills the average pipe.

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To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

## INVESTMENTS AND FINANCE

Continued

than half of the devastated farm-land, are already under cultivation. The French Department of Agriculture has compiled the following figures giving the progress of France's efforts to feed herself:

	1920 Cuts.	1919 Cuts.
Wheat.....	62,706,270	49,653,700
Mixed grain.....	1,078,140	967,940
Rye.....	8,426,600	7,299,370
Barley.....	7,707,310	4,999,840
Oats.....	42,228,010	24,935,840

Considering that rye and barley are used for bread-making in France, it is reckoned that the crop situation practically insures complete success in feeding the nation with home-grown cereals.

### WHY IT PAYS TO SHOP

THESE are days when the time and effort of "shopping" are thoroughly justified, so the Boston News Bureau observes, summing up comment from the buying public, particularly the women. It finds a reason for this in "the rather marked irregularity now prevailing in retail prices, notably on dry goods." According to a canvass of retail prices in leading Boston and New York stores, there is "a pronounced spread among quotations on the same goods." The obvious answer, we read, is that while some stores have already caught step in the "deflation" procession, and "have revised price-lists to correspond with the recent changes at wholesale by selling-agents," others "apparently are seeking to clear off shelves while still clinging to former (and higher) price levels." The News Bureau presents the following comparison of current prices of selling-agents on five standard lines of cotton goods and the retail prices as quoted by leading stores in both cities:

	Fruit of the Loom	Lonsdale Cambrie	Lonsdale Muslin	Berkley Cambrie No. 60	Berkley Cambrie No. 150
Selling-agents:					
Prices.....	\$0.20	\$0.27½	\$0.19	\$0.27½	\$0.42
New York:					
Store A.....	.23	.38	.28	.38	.48
Store B.....	.23	.44	.23	..	.84
Store C.....	.30	.46	.30	.45	.85
Store D.....	.29	..	.29	..	..
Store E.....	.28	.35	..	.60	.95
Store F.....	.21	.38	.21	.38	.48
Boston:					
Store A.....	.29	.39	.29	.39	.55
Store B.....	.29	.29	.29	.40	..
Store C.....	.24	.60	.60	.35	.75
Store D.....	.28	.40	..	.40	..
Store E.....	..	..	.60	..	.39

\* And 10 per cent. off.

Thus, continues the Boston paper, commenting on these figures:

The range on Fruit of the Loom at retail is from 21 to 30 cents a yard; on Lonsdale cambrie from 28 to 60 cents; on Lonsdale muslin from 21 to 60 cents; on Berkley cambrie No. 60 from 35 to 60 cents; on Berkley cambrie No. 150 from 48 to 95 cents, with the quotations in both cities falling into two-price groups—new and old.

Blanks in the table generally indicate that the stores in question are out of the goods. In one or two cases belief is openly expressed that still lower wholesale quotations may develop, and hence a confident purpose to wait therefor. With this theory—in view of what has already happened in the way of textile-price recession—manufacturers and jobbers are hardly likely to agree.

## WINGED WORDS

SO OLD HOMER called them long ago, the sparkling phrases that pack a world of thought into a few trenchant syllables; such immortal sentences as "Make the world safe for democracy," or "Government of the people, by the people, for the people."

These are what we are all seeking but that, alas, rarely come to us. The gift of turning them is unique, but the want, the need of them, is universal. For this reason,

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#### ACCEPT OR REFUSE AN INVITATION

This frequently difficult and delicate task will be made so smooth for you that you will produce without effort an epistolary gem that you could never have dreamed of writing unaided.

#### COMPOSE A BUSINESS LETTER

You will have before you to choose from a number of compact, snappy, and up-to-date introductory and closing sentences, as well as many strong and clean-cut examples of commercial English for use in the body of your letter.

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## CURRENT EVENTS

### RUSSIA AND POLAND

December 1.—The League of Nations is notified of the signing of a treaty at Kovno ending hostilities between the Lithuanians and the forces of General Zelgouski, the insurgent commander at Vilna.

December 2.—An unconfirmed wireless message from Moscow received in London says the British trade agreement with the Bolsheviks has been signed and handed to Leonid Krassin, the Bolshevik Minister of Trade and Commerce.

December 3.—The Bolsheviks smash all the detachments of General Balakovitch, who has been arousing millions of peasants against the Soviet Government.

December 4.—Russian Soviet troops capture Erivan, the Armenian capital, and Armenia declares itself a Soviet republic, asserts a Bolshevik wireless dispatch received in London from Moscow.

Child mortality in Poland is being greatly reduced by the American feeding program, according to a report issued by the European Relief Council, comprising eight of the large war-organizations.

### FOREIGN

December 1.—The Dutch Cabinet resigns as a result of the Second Chamber's rejection of the government's proposal for higher salaries for teachers, says a dispatch from The Hague.

Gabriele d'Annunzio, in command of the insurgents at Fiume, declares war on Italy, says a dispatch from Milan.

Shortly after President Wilson's acceptance of the League of Nations' request to mediate between Armenia and the Turkish Nationalists, similar acceptances are received from Brazil and Spain.

It is reported from Palermo, Sicily, that 70,000 persons there are awaiting an opportunity to emigrate to the United States.

Austria is unanimously voted a member of the League of Nations by the Commission for the Admission of New States, at Geneva.

Consortium negotiations are deadlocked between the Chinese Government and representatives of foreign financiers who are in Peking to arrange proposed loans because the Government wants money to maintain its operation, while the foreign bankers insist that the proceeds of the loans shall be used for development work.

That a total of 1,142 Haitians met death since the beginning of the intensive campaign against the bandits of the island about two years ago was developed by the Naval Board of Inquiry during its three weeks of hearing just completed at Port-au-Prince. Outside of ten deaths all the dead fell in the 298 actual battles that occurred, the testimony shows.

Gen. Alvaro Obregon is sworn in as President of Mexico. This is said to be the first time a President of Mexico has been inaugurated peacefully since Madero took office.

December 2.—Two blows are struck at Article X of the League of Nations Covenant at the Geneva meeting, which tend to sweep away the foundation of American objections to the Covenant. Denmark declares that she will be unable to send an army contingent without first obtaining the sanction of her Parliament. The subcommittee of the Commission of Five

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## CURRENT EVENTS

Continued

definitely lays down the ruling that Article X in no wise implies the guaranty of a state's territorial integrity.

The Allied Premiers in conference agree to send a note to the Greek Government declaring that restoration of Constantine to the throne would be regarded as ratification of Constantine's hostile acts and would create a new and unfavorable situation in the relations between Greece and the Allies.

Armenian forces are driven eastward by the Turkish Nationalists until the region they hold is entirely outside the traditional boundaries of Armenia, says a report from Tiflis.

The Hungarian Cabinet, headed by Count Paul Teleky as Premier, resigns.

December 3.—The Turkish Nationalists receive from the Russian Soviets thirty airplanes, twenty armored cars, and numerous motor-trucks, and are reported to be concentrating their forces for a great offensive against the Greeks.

England intervenes in the Armenian mediation and expresses her willingness to cooperate with the United States morally and diplomatically to bring about peace between the Armenians and the Turkish Nationalists.

The note sent by the Allied Governments to Greece concerning the return of former King Constantine causes consternation in Athens. The Allied Supreme Council publicly announces it will withdraw financial support from Greece should the former King be returned in the forthcoming plebiscite.

War begins at midnight between Italy and the regency of Quarnero, the Fiumian Government. No operation appears under way on either side. The blockade of Fiume continues, and the only indications of trouble are the fierce pronouncements of Captain d'Annunzio against General Cavaglia and the regular Italian troops which are surrounding the city.

The Finnish Parliament ratifies the Peace Treaty with Soviet Russia by a large majority, says a dispatch from Helsingfors.

December 4.—The delegates from Argentina to the League of Nations Assembly in Geneva withdraw from the conference when action is refused on various amendments proposed by the Argentines. This is interpreted to mean that to all intents and purposes Argentina is out of the League of Nations for the present.

Pope Benedict in a letter to Herbert Hoover, transmitted through Cardinal Gibbons, of Baltimore, gives his indorsement to the newly formed European Relief Council composed of eight American welfare organizations which has undertaken to provide help for distressed children in Europe.

A Moscow wireless message reaching London says that in revenge for the crushing by the Bolsheviks of the anti-Bolshevik bands of General Semenov, the Cossack leader, the Japanese have seized the seacoast and closed the Manchurian frontier to the Russian Far-Eastern republic.

A movement for a truce by Christmas in Ireland is gaining steadily in England, says a report from London.

The Sinn Fein circulates a proclamation throughout the west and south of Ireland declaring that those guilty of treasonable conspiracy will be executed as traitors to the Irish Republic.

December 5.—The Rev. Michael O'Flanagan, acting President of the Sinn Fein, sends a telegram to Premier Lloyd

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George suggesting that Ireland is willing to make peace at once, and asking what steps the British Premier has to propose.

The Japanese Cabinet decides to maintain its stand against the demand of the United States for control of the cable lines between Shanghai, Guam, and the Island of Yap, says a report from Tokyo. Japan desires joint control of these cables with the United States.

The plebiscite held in Greece shows an overwhelming majority in favor of the return of former King Constantine to the Greek throne, says a report from Athens.

The Brazilian Government recognizes the Government of President Alvaro Obregon, of Mexico, says a Rio de Janeiro report.

The Italian Chamber of Deputies sends a commission to negotiate with Captain d'Annunzio with the object of persuading him to submit to the Adriatic settlement.

The Japanese Navy Department increases its seaplane corps from two to fifteen, comprising 280 planes of British model.

Dr. Wirth, Minister of Finance, of Germany, says in an interview that the food shortage in Germany has again become intolerable.

All charges against William O. Jenkins, American consular agent in Puebla, who was arrested last year charged with complicity in his own kidnaping, are dismissed by the Mexican Superior Court, says a message from Mexico City.

December 6.—Premier Lloyd George tells the House of Commons that the Government is ready to discuss an Irish truce with any responsible representatives of Ireland.

A mob attacks the Government Palace in the state of Nayarit, Mexico, forcing the Governor, a strong Obregon adherent, and other officials to seek safety in flight. Reports from Tabasco indicate that anarchy is continuing in that state, and that the Federal authorities will have to deal with it soon.

It is reported from Rome that an agreement with Captain d'Annunzio has virtually been concluded by the special commission sent to wait on him by the Chamber of Deputies. It is said that Italy will recognize the regency of Quarnero.

According to the latest returns of the recent elections in Jugo-Slavia, a monarchy will be reestablished in that country soon under the supremacy of Serbia. The Republicans showed strength only in Croatia.

December 7.—Advices from Cork say Premier Lloyd George refuses to make a truce with Sinn Fein, tho he is reported from London to have agreed to such a truce.

Greeks in Constantinople, opposed to King Constantine's return are reported to be virtually in a state of war with the Athens Government. There have been boisterous demonstrations outside the Greek Legation by persons protesting against Constantine's return.

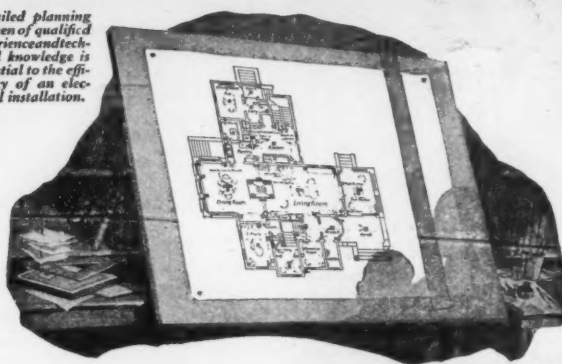
The Lithuanian Government serves notice on the League of Nations that the League's international army designed to supervise the Vilna plebiscite must not set foot on Lithuanian soil. The Lithuanians charge that the principal representative of the League at Vilna has been working exclusively for the Poles.

President Wilson is to receive the Nobel peace prize on December 10, it is reported from Copenhagen.

#### CONGRESS

December 2.—Tentative approval is given by members of the House Immigration Committee to a bill framed by

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## CURRENT EVENTS

Continued

Representative Johnson, of Washington, which practically would suspend immigration for a two-year period.

December 4.—Senator Capper, of Kansas, makes public his proposed bill to stop gambling in foodstuffs and cotton. It provides for a tax of 10 per cent, designed to be prohibitive on "future" trading in these commodities except by actual owners or a limited class of traders under Federal license.

December 5.—Representative Tinkham, of Massachusetts, announces that he has prepared a resolution to be introduced at once upon the opening of Congress directing the House Census Committee to make an inquiry into the extent of disfranchisement of negroes in the South, and to recommend cutting down the representation of those States accordingly.

December 6.—The Sixty-sixth Congress convenes. Senator Harding is given an ovation when he answers the roll-call, and in a few words of appreciation thanks his colleagues for their greeting. He then delivers a prepared address in which he urges greater efficiency and harmony. The Senator let it be known later in the day that he will call a special session of Congress soon after his inauguration to consider tax and tariff revisions.

The Senate Agricultural Committee drafts a resolution to be presented to the Senate, reviving the war-finance corporation and authorizing action by the Federal Reserve Board permitting extension by banks of liberal credits to farmers.

December 7.—President Wilson delivers his formal message to Congress, in which, among other things, he recommends independence for the Philippines and a large loan to Armenia.

The Volstead resolution to repeal war-time laws is favorably reported by the House Judiciary Committee, with an amendment exempting the war-finance corporation act from repeal.

## DOMESTIC

December 1.—Raids by the Department of Justice officials at various border points uncover a mass of documentary evidence of the formation on this side of the border of a new revolutionary movement against the Obregon Government in Mexico, says a San Antonio report.

Airplanes are being used by an organized band for liquor smuggling across the United States border, says a report from Winnipeg.

Governors and Governors-elect representing more than half of the States of the Union at their annual conference in Harrisburg, Pennsylvania, vote to begin an inquiry into what is called variously the "acute," "alarming," and "tragic" situation facing the farmers of the country, with a view to recommending Federal legislation to assist them.

The Federal grand jury at Chattanooga, Tennessee, indicts twenty-four coal companies on the charge of violating the Lever Act.

The graves of the 20,000 Catholic soldiers who died during the world-war are to be consecrated and marked with crosses, according to plans announced by the National Catholic Welfare Council in Washington.

December 2.—The representative to be chosen by President Wilson to mediate between the Armenians and the Turkish Nationalists will act for the President of the United States and not for

Woodrow Wilson personally, it is said at the State Department.

A peace commission of seven members, probably headed by the Secretary of State, is expected to be sent to Europe very shortly after Senator Harding is inaugurated as President, according to information coming from Washington.

The Governors' conference at Harrisburg adopts a committee report urging the Federal Government to create a Finance Corporation which through loans to foreign countries will permit export of American foodstuffs and other products to relieve the critical situation confronting the nation's farmers.

The joint committee of the Senate and House of the Philippine legislature appointed at the last session to study the liquor question submits a report against the passage of a prohibition law in the Philippines.

Prohibition directors in each State are instructed to point out to the State prosecuting authorities that they can take action to enjoin any liquor nuisance under the Volstead Act "without the complications and delay of criminal proceedings."

The amount of taxes collected by the Internal Revenue Bureau during the last fiscal year was \$5,407,580,251. This is the largest amount of taxes ever collected in the history of the nation.

December 3.—A recodification of all international law is one of the things for which the peace commission to be named by President Harding will work, it is reported from Washington.

All records for flying between Chicago and New York are broken by the Air-Mail Service when J. T. Christensen in De Havilland planes makes the distance of 742 miles in five hours and thirty-one minutes' actual flying-time.

Bainbridge Colby, Secretary of State, starts for South America, where, as representative of President Wilson, he will pay an official visit to the governments of Brazil and Uruguay, and an unofficial visit to Argentina.

December 4.—Mrs. Muriel MacSwiney, widow of Terence MacSwiney, former Lord Mayor of Cork, who died in Brixton Prison, London, as the result of self-imposed starvation, arrives in New York from Ireland.

A system of espionage to seek out and report dry-law violations in every locality in the United States is to be set up under the supervision of the International Reform Bureau of Washington. The plan includes the appointment of committees by churches in each city, town, and village to act as volunteer enforcement agents.

December 6.—According to the Bureau of Industries and Immigration, 345,672 industrial accidents were reported in New York State in the fiscal year 1919-20, an increase over the previous year of 57,228, and involving a direct loss to the State under the Workmen's Compensation Law of more than \$40,000 a day.

Secretary Baker decorates General Nivelle, of the French Army, with the Distinguished Service Medal, by direction of the President, for "exceptionally meritorious and conspicuous service to the United States."

December 7.—Available official and unofficial returns from all but seven States show that Eugene V. Debs, Socialist candidate for President at the last election, received nearly 950,000 votes, the greatest number polled by a Socialist Presidential nominee in the country's history.

Provisions of the "Dry" Law extend to American ships, whether in American waters, on the high seas, or in foreign waters, rules Commissioner Williams, of the Internal Revenue Department.





## How long will your car stand this?

Every buffet of the road strains, shocks and wears your car. Jolts and jars that you do not feel because of springs and the upholstery weaken its resistance. The ability of your car to withstand these shocks, depends largely on the *steel* that goes into it.

This is especially true of light weight cars, built to give greater economy in initial price, upkeep cost and tire and gasoline mileage.

Mo-lyb-den-um Steel makes the light weight car strong enough, durable enough and tough enough to be fearless of the road. It resists wear and tear better than any steel ever made. It makes stripping of gears almost impossible. It gives axles

the strength to resist the twisting strains of the road. It makes springs almost unbreakable. And to all parts it gives a durable toughness that prevents weakening from constant vibration. Because of these qualities, Mo-lyb-den-um Steel makes a *lighter* car that is a *stronger, better* car.

Mo-lyb-den-um is an element just as iron and lead are. When mixed in minute quantities with steel it gives greater strength, toughness and resisting qualities than have hitherto been known. Protect yourself in selecting a car, truck or tractor by buying one made of Mo-lyb-den-um Steel. It insures the greatest return on your investment.



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## THE • SPICE • OF • LIFE

**The Limit.**—HE—"Is Fraser's wife fond of an argument?"

SHE—"I should just think so—why she won't even eat anything that agrees with her."—*London Mail*.

**Almost Out.**—CALLER—"Is Mrs. Jones at home?"

COOK-GENERAL—"She is, but she ain't 'ardly in a fit state to see anybody. She's just bin givin' me notice."—*Punch (London)*.

**"Roughin' It."**—PROFITEER HOST—"I'm afraid we'll have to drink the fizz out of port glasses."

PROFITEER GUEST—"Oh, we don't mind roughin' it; we're all sportsmen, I take it."—*Punch (London)*.

**A Change of Tune.**—Quite a large number of young men who were loudly singing a few months ago, "How 'Ya Gonna Keep 'Em Down on the Farm?" can be heard now in the mournful chant, "How We Gonna Stay in Town and Eat?"—*Detroit Journal*.

**The Iron Hand.**—"Of course there is no such thing as woman's supremacy."

"Think not? From the time a boy sits under a street-light playing with toads until he is blind and old and toothless he has to explain to some woman why he didn't come home earlier."—*Cleveland Plain Dealer*.

**Post or Propter?**—Among Margot's many highly amusing remarks, we believe the following was probably unconscious:

"Edmund Gurney, a dear friend with whom I corresponded for some months before he committed suicide."—*Comment on Mrs. Asquith's Diary in the New York Evening Post*.

**Why They're Whiskerless.**—LITTLE BOY—"Mother, are there any men angels in heaven?"

MOTHER—"Why, certainly, dear."

LITTLE BOY—"But, mother, I never saw any pictures of angels with whiskers."

MOTHER—"No, dear, men get in with a close shave."—*Aggie Squib*.

**Economy Hint.**—"You waste too much paper," said the editor.

"But how can I economize?"

"By writing on both sides."

"But you won't accept stories written on both sides of the sheet."

"I know, but you'd save paper just the same."—*Boston Transcript*.

**Safety First.**—Corporal Sweeney had been detailed to take his squad of Engineers to mop up after a company of infantry. Arrived at the cellar of an abandoned chateau he was instructed by his lieutenant to go inside, leaving the remainder of the squad gathered about the door to get the fugitives.

"Yessir," answered Sweeney obediently. Then, turning to his men, he added the caution:

"But if more than one man comes out of that cellar, for the Lord's sake, don't shoot the first one."—*The American Legion Weekly*.

**The Serious Time.**—BRENDA—"Freddy is thinking very seriously about marriage."

BILLY—"Ah! How long has he been married?"—*The Bulletin (Sydney)*.

**The Kind They Serve.**—Luncheons at the Tea-Rooms will make you feel like eating at home.—*From an advertisement in a theater program*.

**Logical.**—"07—"You are always behind in your studies."

"23—"Well, you see, sir, it gives me a chance to pursue them."—*Collegiate World*.

**New Mark Needed.**—JACK—"I don't think I should get a zero on this examination."

PROF.—"Correct, but that's the lowest mark I know of."—*Froth*.

**Too Cruel.**—"After all," asks a writer, "why shouldn't Ireland have a Parliament, like England?" Quite frankly we do not like this idea of retaliation while more humane methods are still unexplored.—*Punch (London)*.

**Careless of Him.**—MOTHER—"Poor Jimmy is so unfortunate."

CALLER—"How's that?"

MOTHER—"During the track meet he broke one of the best records they had in college."—*Tar Baby*.

**Doubling Up on Hubby.**—MRS. EVE—"Does your husband remember the anniversary of your marriage?"

MRS. WYE—"Never; so I remind him of it in January and June and get two presents."—*Boston Transcript*.

**Impolite Pedestrian.**—A taxi-driver who knocked a man down in Gracechurch Street has summoned him for using abusive language. It seems a pity that pedestrians can not be knocked down without showing their temper like this.—*Punch (London)*.

**His Head Was Turned.**—DECK-HAND—"Poor Bill Spoof is dead. He broke his neck in sick bay last night."

STRIKER—"Dead! I thought he only had a light attack of lumbago."

DECK-HAND—"That's right, but the medico massaged his back with alcohol and he couldn't resist trying to lick it off."—*The Arklight*.

**Advance Announcement.**—A business man advertised for an office boy. The next morning there were some fifty boys in line. He was about to begin examining the applicants when his stenographer handed him a card on which was scribbled:

"Don't do anything until you see me. I'm the last kid in line, but I'm telling you I'm there with the goods."—*Everybody's*.

**Musical Breakfast.**—"What do you suppose has come over my husband this morning, Sophia?" exclaimed a conscientious little bride to the new servant.

"I never saw him start down-town so happy. He's whistling like a bird."

"I'm to blame, mum; I got the pack-ages mixed this morning, and instead of giving him oatmeal I cooked the bird-seed."—*Disston Crackle*.

## THE LEXICOGRAPHER'S EASY CHAIR

*Readers will please bear in mind that no notice will be taken of anonymous communications.*

"G. W. S., Maysville, Ky.—"Please give the origin of calling the thugs of Paris *Apaches*."

The *Apaches* of the American Continent were a warlike tribe of American Indians averse to civilized forms of life, so the name "*Apache*" applied to the thugs of Paris probably owes its origin to this tribe.

"J. H., Tulsa, Okla.—"Is it not incorrect to say, 'He had no temperature,' meaning that 'He had no fever'? I was under the impression that it was, but recently I came across the following: 'She had no temperature and her pulse was only slightly above normal.'"

There is a distinct difference between *temperature* and *fever*. A body that has *temperature* has some degree of heat, but when it has *fever*, the heat is above the normal temperature. In this case, *temperature* is used loosely to mean "temperature above normal temperature."

"E. M. McD., Bridgewater, Me.—" (1) Where is *Spa*? (2) Exactly where were the truce terms signed?"

(1) *Spa* is a small town southeast of Liège in Belgium. (2) The armistice was signed by the Germans at Senlis, a town about twenty-two miles north of Paris.

"G. C. T., Vancouver, Canada.—"Kindly state what usage the word *shew* represents, that is, is it English or American?"

*Shew* is the English spelling for *show*. It is not now used as commonly in England as it was in the early years of the Victorian periods.

"G. L. P., Canton, Mo.—"Kindly give the origin and pronunciation of *khaki*."

The word *khaki*, sometimes *khakee*, is from the Hindustani *khaki*, "dusty or dust-colored," from the Persian *khak*, "earth," or "dust"; applied to a light drab or chocolate-colored cloth. This was the color of the uniform worn by some of the Punjab regiments at the siege of Delhi, and became very popular in the army generally during the campaigns of 1857-58, being adopted as a convenient material by many other corps.

Gubbins, in his "*Mutinies in Oudh*," describes how the soldiers at Lucknow dyed their uniforms a light brown or dust color with a mixture of black and red office inks, and Cave Brown, in his "*Punjab and Delhi*," speaks of its introduction in place of the red uniform which gave the British soldier the name of "*Lal Coortee Wallahs*."

The word is pronounced *ka'ki*—as in *art*, it is in *habit*.

"R. N. B., Agricultural College, Miss.—"Is the word *party*, referring to a single person, correctly used in the following sentences?—(1) 'A party wishes to speak to you over the phone.' (2) 'On my way home I met a party that I knew.'"

"Except in legal terminology, *person* is preferable, because *party* means, in general, an entertainment. In the legal sense, *party* is a person (or body of persons collectively) who takes a certain specified part in a legal transaction, as 'A. B., the party of the first part.' From this application of the term, the word has been loosely extended to mean *person*. Do not say, 'A certain party,' etc., but 'A certain person'; *party* in such a connection is a vulgarism."—Vizetelly, "*Desk-Book of Errors in English*."

"E. W. B., Spokane, Wash.—"Kindly tell me the correct way to use the word *contingent*. The sentence reads, 'We could only get power contingent to our securing it from the Government.' Should it be 'contingent on, etc.' or 'contingent to, etc.'?"

Both *contingent on* (or *upon*) and *to* are used, but in the sentence you submit, *on* and *not to* should be used—"We could only get power contingent on our securing it from the Government." We say "*contingent on*" when we refer to something that depends on or upon some further action, but *contingent to* time and place.

"H. E. F., Cape Gracias, C. A.—" (1) Who is *Jack Canuck*? (2) By whom is the old Slavic or Slavonic language spoken at the present time?"

(1) *Jack Canuck* is a symbolic name for a Canadian such as "John Bull" and "Uncle Sam" are nicknames for the typical Englishman and American. (2) The Slavonic language is spoken by Russians, Jugo-Slavs, Serbians, etc.



For those who have appreciation for really fine motor cars we submit the following digest of LaFayette mechanisms

## LAFAYETTE Design and Construction

### THE CHASSIS

In reverse of common practice, the LAFAYETTE chassis is designed primarily for enclosed carriage service.

This fact is exemplified by a deeply channeled frame, unusually powerful brakes, staunch axles and running gear.

Hence LAFAYETTE enclosed cars enjoy a briskness of action in which the open models share even more conspicuously.

The eight cylinder engine, with its overlapping power impulses, develops more than 90 horsepower, yet the chassis weighs but 2574 pounds.

Such lightness is achieved through the reduction in number of parts and the employment of hollow shafts of alloy steel and aluminum alloys to replace solid shafts of no greater strength.

### FACTORS OF FLEXIBILITY

The inherent flexibility of the eight cylinder engine is accentuated in LAFAYETTE by advanced design.

The engine develops maximum horsepower at 2750 r. p. m. and produces high power over an unusually wide range—from very low engine speeds up to 3600 r. p. m.

Among the many features contributing to this flexibility are:

- 1 Connecting rods are machined all over to ensure equal weight.
- 2 Pistons are cast in close-grained special alloy iron which is light and strong.
- 3 The forged steel flywheel is exactly balanced and its web is drilled for lightness.
- 4 Hollow steel shafts are used instead of solid shafts to ensure strength and lightness.
- 5 Power is carried back to rear wheels through a transmission system remarkable for its reduction of friction.
- 6 The unit power plant is set in the frame at an angle that transmits power in a straight line to the rear axle, requiring but one universal joint.

7 This universal joint is enclosed in an oil-tight torque ball casing on rear of transmission, with positive, automatic lubrication from transmission case.

8 A large tubular propeller shaft completely enclosed in the torque tube continues the power to the rear axle, while the rigid torque tube transmits the tractive effort of the rear wheels to the chassis.

### FACTORS OF SMOOTHNESS AND QUIET

Smoothness in the LAFAYETTE is not only a pleasing quality but is also indicative of strength, solidity and perfect mechanical action.

Notable among the factors contributing to this result is the five bearing crankshaft.

This shaft is a hollowed drop forging of large diameter, its rigidity so nearly absolute as virtually to eliminate vibration at all engine speeds.

The cylinder heads are machined inside to equalize compression space in all combustion chambers, producing equal compression and explosion pressures as well as high thermal efficiency.

Like the crankshaft, the camshaft also is hollowed, with sixteen integral cams. It has five cast iron bearings to ensure alignment, rapidity, precision of valve action; another factor contributing to smoothness of operation.

### FACTORS OF DURABILITY

Outstanding among the features which ensure long life in LAFAYETTE are large bearing surfaces.

The positive lubrication of all engine bearings, the automatic lubrication of the universal joint from the transmission and the provisions for the simple and effective lubrication of all parts are all important factors of durability.

The close-grained metal of the cylinder

blocs, the large spring shackle bolts, the large braking surface, the use of seventeen clutch plates, the double set of contact points, the extra-heavy plates in the storage battery and the adjustability of the front end chain, the steering gear and front axle bearings and wheel bearings are other features which make for long and untroubled use.

### FACTORS OF EASY HANDLING

Due to the skillful compounding of leverages all controls are operated without effort and the clutch and brake pedals may be depressed repeatedly without fatiguing the operator.

The required declutching pressure is but thirty pounds.

### FACTORS OF RIDING EASE

LAFAYETTE will take corners and abrupt curves at high speed without pitch or roll due to its low center of gravity and balanced distribution of chassis weight.

The manner in which the wheels follow the undulations of a rough road without bouncing may be ascribed chiefly to the specially constructed rear axle, the method of driving through a torque tube and the scientific absorption of reflex torques.

Unusual resilience is achieved in the long, semi-elliptic springs by the use of a large number of long, broad leaves.

To these features add the advantages of long wheelbase, large tires, correct seating arrangement and the luxury of fine, deep upholstery and high-grade cushion springs.

As is indicated by the above examples, the LAFAYETTE chassis is surprisingly simple.

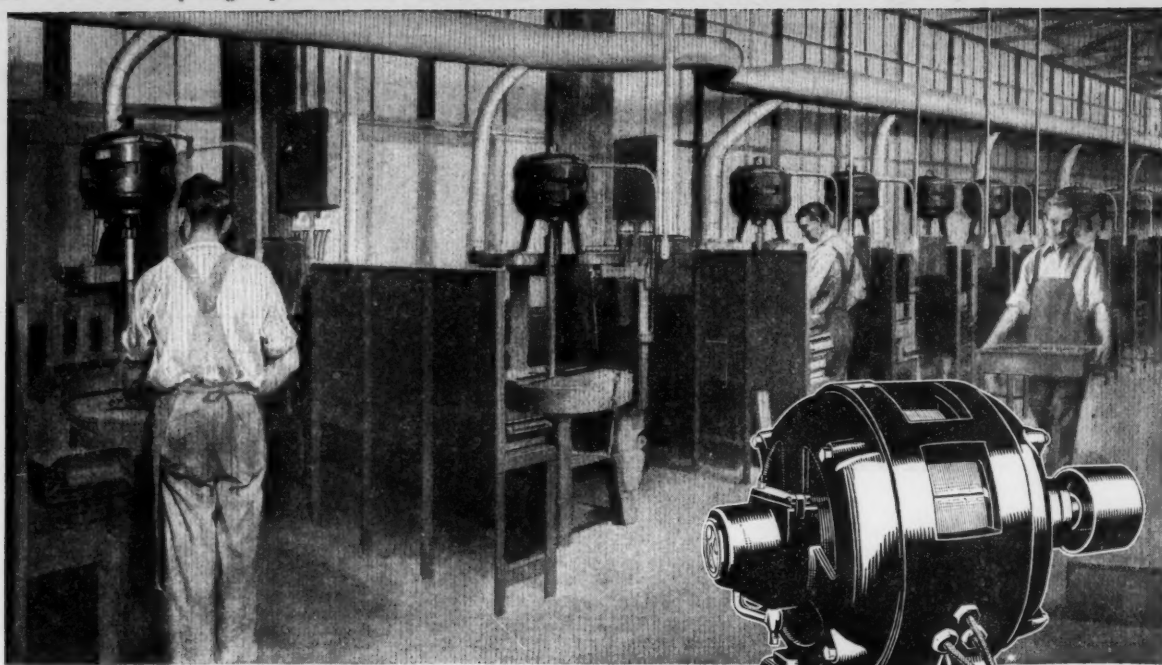
There is not a single bent rod nor like mechanical compromise in the entire car.

LAFAYETTE MOTORS COMPANY  
at Mars Hill, Indianapolis



# LAFAYETTE





*Drawing from photograph showing a few of the 665 Robbins & Myers Motors used in the newest plant of The National Acme Company, Cleveland, Ohio*

## *Direct Motor Drives—and R & M*

The growing disposition of progressive manufacturers to use direct motor-driven equipment in their plants finds its base in the greater economy of power and the more efficient operation of the machines.

A notable example is found at the newest plant of The National Acme Company, Cleveland, Ohio. Here 665 Robbins & Myers Motors are used on multiple spindle automatic screw machines, grinding machines and general equipment. They also supply R & M Motors on the automatic screw machines they manufacture.

This company, the largest of its kind in the world, makes automatic screw machines and their products—ranging from parts for clocks to those used on big Mogul locomotives.

Their first installation of Robbins & Myers Motors was made in 1916 at the machinery plant and the steady, dependable, economical power delivered by these units made it but natural that R & M Motors be selected for the machines in the new product plant.

In this respect there is a uniformity of opinion among users of motor-driven machines as well as manufacturers of motor-equipped devices for the store, office and home.

And the public has learned that the name Robbins & Myers is the standard of reliable power—that the R & M name plate is all that needs be known about a motor.

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# Robbins & Myers Motors



